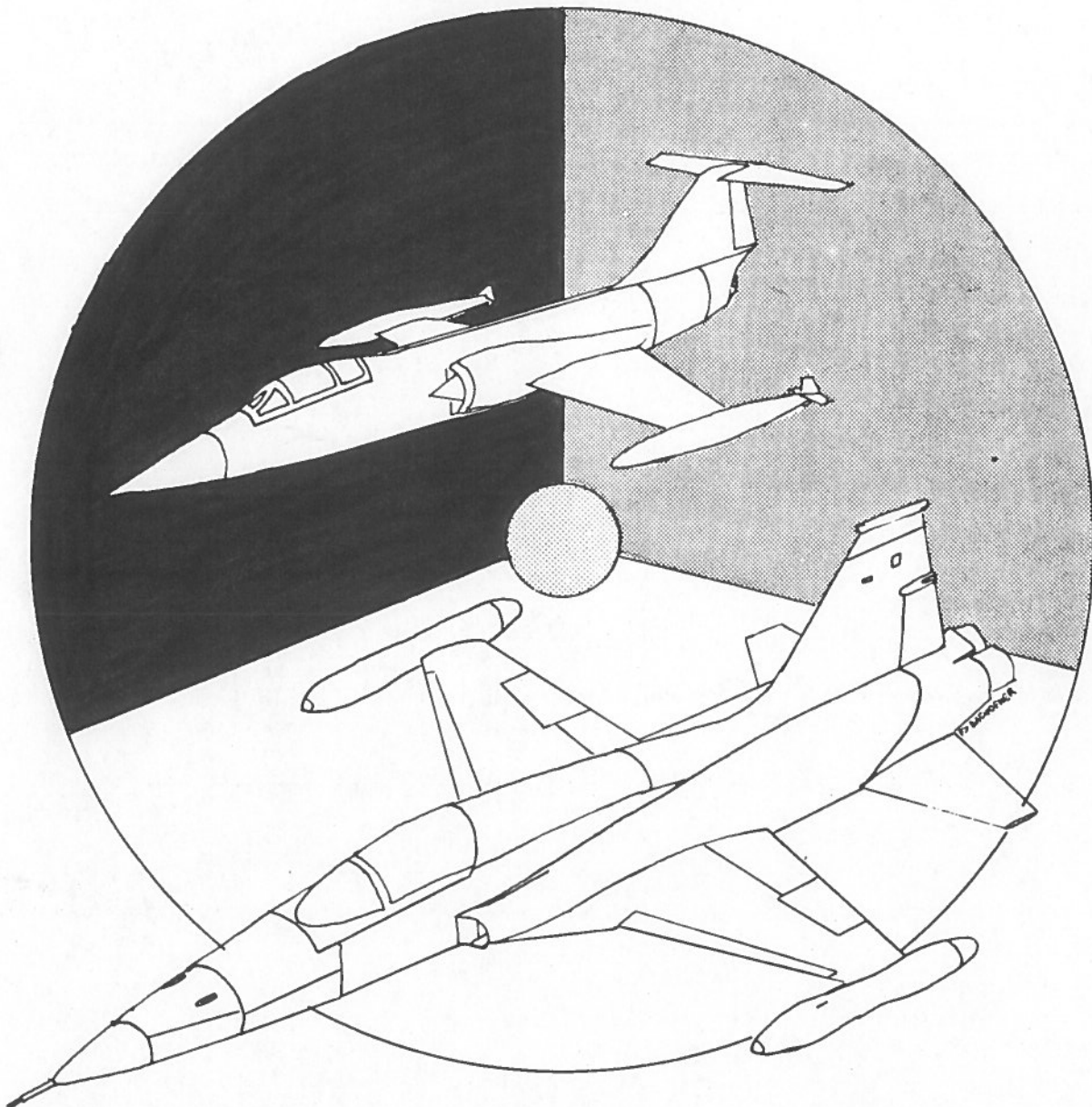


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SMALL AIR FORCES OBSERVER

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Vol. I No. 3

September 1975

Cover Comments

It is entirely fitting that our first 'National Cover' comes from Fred Bachofner (SAFCH #15) our National Editor for the Netherlands. Fred has been an enthusiastic supporter of the SAFCH from the start and he has built the Dutch branch of the SAFCH into our second largest national group. This cover is additionally appropriate since 15 pages in this issue are either about the Netherlands or written by Dutch members. Keep up the good work, Fred.

Editorial: While on the subject of covers, let me invite each of our overseas members to consider preparing a cover for the SAFO. The title should appear in the language of the artist's country (Fred said that SAFO sounds silly in Dutch so he just used the initials) and the drawing should feature an aircraft from the artist's country. Ideally, each issue of the SAFO should appear with the title in a different language. We have a Polish cover coming up for issue #4. If you have been planning an article on Polish aviation, now is the time to get busy and get the manuscript in soon. Of course, all this does not reduce the value of the National Issues being prepared by our National Editors.

My apologies to all of you who ordered The Curtis Hawk Fighters thinking that you would get the big \$25 volume and, instead, received the \$4 soft-bound issue. If it is any consolation, I got caught too. However, if you are badly disappointed, PCB will refund your money.

Financial Statement: With 159 paid-up members, our income from the first two issues was $159 \times \$1.50 = \238.50 . Printing of the first two issues cost $\$63.60 + \$88.50 = \$152.10$ and mailing cost $159 \times (18¢ + 24¢) = \66.78 for a total expense of $\$218.88$. This leaves $\$19.62$ to be applied to the remaining issues of Volume I.

Information for the authors: To keep editorial chores to a minimum, authors are requested to submit "camera ready copy" on one side of 8.5 by 11 inch paper (or equivalent) with margins at least 1/4 inch all around. The article will appear in the SAFO exactly as it is submitted by the author. Since photos cost more to print than text or drawings, all photos should be collected on one page. It is suggested that typing be single spaced (please use a fresh ribbon) and that authors plan their material to fill the pages so that "filler" material will not be needed. The editor will type articles, especially for authors for whom English is not their native tongue, but substantial delay must be expected in such cases. Artists wishing to work in large scales should plan for a 60% reduction. Manuscripts should be sent to J.V. Sanders, 27965 Berwick Dr., Carmel, CA 93921.

Subscription rate for the SAFO is 3.00 \$US for 4 issues. Send remittance to J.V. Sanders, 27965 Berwick Dr., Carmel, CA 93921.

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FLYING IN 'FRIENDSHIP'

PART I: IN ROYAL NETHERLANDS AIR FORCE SERVICE

When the prototype Fokker F.27 (PH-NIV) first took to the air on 24 November 1955, with test pilot Hugo Burgerhout at the controls, most people thought that Fokker officials were being overly optimistic when they proclaimed that "Fokker will span the world again." But today, with more than 616 Friendships and Troopships sold by both Fokker and Fairchild and with used aircraft sales still going well, their prediction has been fulfilled. It is appropriate to begin this series on the F.27 with the story of its service in the RNethAF for it was the order from this service that gave the initial impulse to F.27 sales. (However, the honor of the first sale of a military Friendship must go to the Philippine Air Force which ordered one VIP version. Perhaps our National Editor for the Philippines would like to contribute an article to this series on the F.27 in his country.)

Five years after the first flight of the F.27, the Royal Netherlands Air Force ordered 12 F.27: One VIP aircraft fitted out for 27 passengers, two Friendship Mk 100 with accommodations for 32 passengers, and nine F.27M Mk 300 Troopships. The latter was a military version of the F.27 that either could carry 37 troops or parachutists seated in canvas chairs along the sides of the cabin or could be converted to carry 5900 kg of cargo. Outward differences between the Troopship and the Friendship included the arrangement of doors: The Troopship has doors for para-dropping on each side of the aircraft just behind the wings as well as a big cargo door aft of the cockpit. The Friendship has much smaller doors.

The F.27 replaced the Douglas DC-3 Dakota in the Royal Netherlands Air Force and are now well known all over the world. Places they have been are:

Londonderry	Torp	Glasgow	Ørland	Machrihanish
Bally Kelly	Bodø	Lossiemouth	Trondheim	St. Mawgan
Søndrestrøm	Stavanger	Kevlavik	Oslo	Portsmouth
Banak	Stockholm	Bardufoss	Helsinki	London
Vardal	Aalborg	Narvik	Kopenhagen	Paris
Grenoble	Zurich	Venetia	Valencia	Malta
Lourdes	Geneve	Grosseto	Madrid	Las Palmas
Chateauroux	Rome	Napels	Lisbon	Cairo
Marseilles	Milan	Brindisie	Gibraltar	Robertville
Nice	Heraklion	Athens	Cyprus	Oran
Rabat	Lahore	Basrah	Jerusalem	Ankara
Agadir	Karachi	Amman	Tel Aviv	Bucharest
Wheelus	Calcutta	Damascus	Beirut	Zagreb
Rawalpindi	Teheran	Baghdad	Izmir	Belgrade
Wenen/Vienna	Abadan	Erzurum	Istanbul	Skoplje
Casablanca	Munich	Klagenfurt	Frankfurt	Hannover

This is a remarkable list considering that all air shows, etc. have been left off.

Besides the normal Air Force duties, there were special flights to deliver goods for both the Army and the Navy as well as flights made to Chateauroux and Northolt to pick up spare parts for RNethAF aircraft of American and British manufacture. The Friendships were also used to deliver mail and other items once a week to the Army exercise area at Clermont Ferrent. They also went to Germany and even to Crete to bring supplies to the RNethAF Nike squadrons stationed in these distant areas. Last but not least, in many NATO exercises the Friendships and Troopships really flew for friendship.

NETHERLANDS

On 11 June 1967 (a Sunday!) the home base of the F.27, Soesterberg Air Force Base, was the scene of much activity; Friendship C-2 was receiving an all white paint finish in preparation for UNO service. One Friendship is always kept on "stand by" for use by the United Nations and an emergency request had been received for an aircraft to replace the UNO Douglas DC-3 Dakota of the UN Middle East Peace Keeping Force which had been heavily damaged at Amman, Jordan. After a quick flight to the Middle East, C-2 began patrolling the Israel-Egyptian border. However, it soon became apparent that, being an all passenger version, it was not ideally suited for this task. Therefore, Troopship C-4 was prepared to take over by installing 12 seats from an old Viscount at the back of the aircraft; the front half remained configured for cargo. After about 3 1/2 months of faithful service, C-2 was replaced by C-4 which then served another 2 months before being replaced by a "new" Dakota from Switzerland.

Tuesday, 24 October 1972 another UNO "Friendship" mission started with the take-off of C-7 from Soesterberg bound for the Sudan. This aircraft, painted all white, had been "chartered" by the United Nations High Commissioner for Refugees. The reason for this operation was to build an air bridge between Kartoum and the southern part of the Sudan where, with the end of a 17 year long civil war, thousands of refugees were returning to their homeland from Ethiopia, Uganda, and Zaire. Flights were made with food, medicine, blankets, hospital supplies, and building material. Stores of clothing and other supplies were collected for more than 110,000 refugees. Normal work loads for the aircrew and assisting ground crew were often more than 11-13 hours a day. In the entire operation, C-7 flew 371 hours and carried 392,372 lbs of cargo. In appreciation of the help given by the Dutch charge d'affair, Jan Willem Bertens, his name was painted on the aircraft in both Dutch and Arab.

In July 1972 another aircraft was put into service to help in a difficult situation. Troopship C-12 went to Dakar, Senegal, to make flights for the FAO. However, it suffered damage on the ground when a Canadian DC-3 Dakota ran into its wing. Troopship C-6 flew in with a repair party and to take over from the damaged C-12. Later, a third aircraft, C-5, was flown to Dakar to assist C-12 with its FAO flights. During these operations, all aircraft kept their RNethAF marking and color scheme. Troopship C-5 has already been painted in the new camouflage colors.

Not only were UNO flights made, but Troopships were also used to assist in disaster areas all around the world. Friendships brought help to people in Iran, Sicily, Turkey, Yugoslavia, and, of course, Holland. As an example, when flood waters blocked all roads in the Biesbosch, Friendships dropped food to stranded residents.

On Monday, 22 January 1968 at 1100, Friendship C-1 landed at Ypenburg. The pilot was Lt. Col. W. Mayer, squadron commander of No. 334 Sqn. and this flight brought the number of hours flown by RNethAF Friendships and Troopships to a total of 25,000 hours. Since 1968 these aircraft have added a lot more hours to this total.

Friendship C-7 was used to distribute the RNethAF Magazine, De Vliegende Hollander, (The Flying Dutchman) to all Air Force units. On the 11th of each month the printing of the magazine was completed and distribution was to be on the 12th. So, C-7 together with Beavers S-1 and S-9 delivered the magazine to all RNethAF units within the Netherlands and outside in a single day. This operation fitted very well into the training and flying duties of the aircraft.

In August 1966, when the Nederlandse Luchtvaart Maatschappij (NLM) began operations, they were loaned two Air Force F.27 with the provision that in the event of need they would be immediately returned to the Air Force. The two aircraft involved, C-9 (PH-KFA) and C-11 (PH-KFB), were given the names "Willem Versteegh" and "Jan Dellaert". These two aircraft returned to the Air Force inventory in 1972.

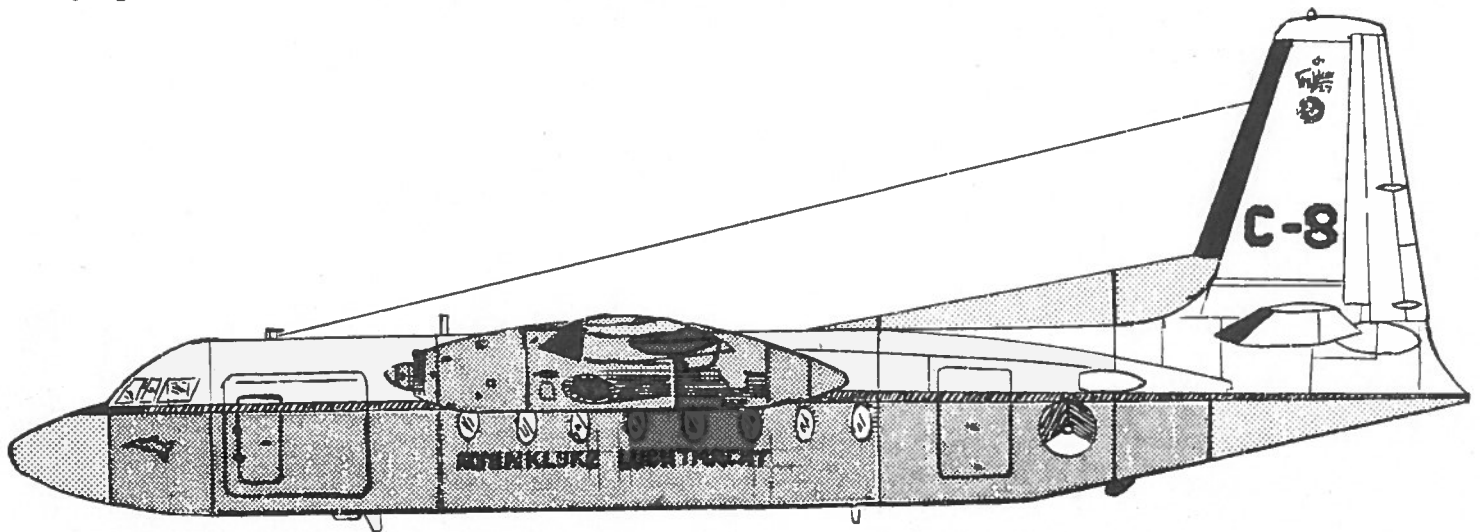
During one period, C-8 flew with a Starfighter nose and served as a training aircraft for the NASARR radar equipment. This lasted only two years, for one day

the aircraft was struck by lightning and the "Flipper" nose fell off. Presently, one Friendship, C-3, carries special equipment for training pilots and radarmen in electronic warfare. For this purpose, the aircraft has a radar dome under its fuselage.

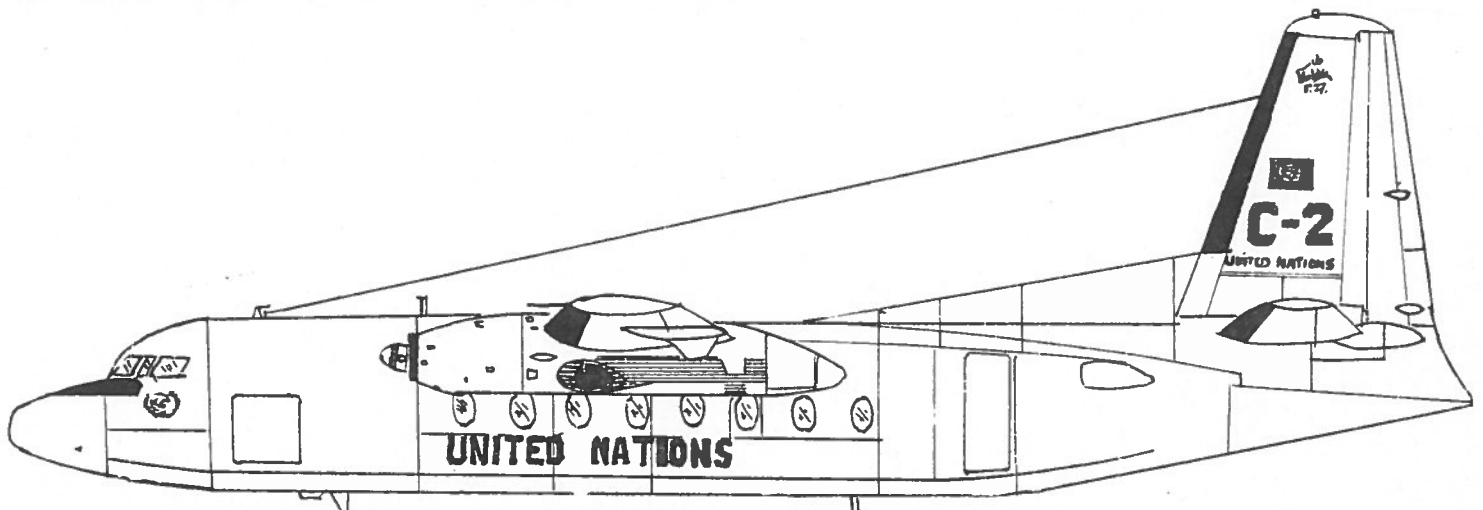
COLORS: For the first twelve years in RNethAF service the F.27 flew in the color scheme of white and grey with a blue stripe and dayglow for safety. Since the beginning of 1972, these aircraft began to receive camouflage colors as specified by NATO. This paint job is applied when the aircraft comes in for normal overhaul. Most RNethAF F.27 have now been camouflaged.

For service with the UNO, the aircraft were painted overall white with the UNO badge and lettering on both sides of the fuselage and the lettering under both wings.

The NLM aircraft carried the standard KLM colors of white top, two-tone blue, and grey under surfaces. The NLM "roundel" was carried on the fin.



C-8 after the "Flipper" nose fell off. The little Sawfish badge was kept. This aircraft still carried the normal color scheme.



C-2, the first aircraft to go into service with the UNO in the Middle East. The UNO badge was carried on the nose and on the fin, both sides of the aircraft. The words "United Nations" were carried on both sides of the fuselage and under both wings.

NETHERLANDS

SERVICE: Twelve aircraft were ordered: One VIP version, C-1; two normal Friendships Mk 100, C-2 and C-3; and nine Troopships F.27M, C-4 through C-12.

c/n	Klu reg.	reg.	first flight	del. date
10152	C-1	PH-FBR	14-7-60	23-9-60
10149	C-2	PH-FBO	15-6-60	27-7-60
10150	C-3	PH-FBP	28-6-60	23-8-60
10154	C-4	PH-FBS	17-8-60	3-11-60
10155	C-5	PH-FBT	26-8-60	3-11-60
10156	C-6	PH-FBU	19-9-60	12-12-60
10157	C-7	PH-FBV	30-9-60	12-1-61
10158	C-8	PH-FBW	6-10-60	12-1-61
10159	C-9	PH-FBX	19-10-60	28-1-61
10160	C-10	PH-FBY	4-11-60	28-1-61
10161	C-11	PH-FBZ	22-11-60	15-2-61
01062	C-12	PH-FCA	7-3-61	8-5-61

The RNethAF Friendships and Troopships serve with No. 334 Transport Squadron based at Soesterberg Air Force Base. The squadron motto, "Semper et Ubique", means "Always and Everywhere"; very true I would say.

Fred Bachofner SAFCH #15
(To be continued)

PROFILE No 238, MIKOYAN MIG 21 (FISHBED) VARIANTS, Profile Publications.

This book has been a long time coming and I must record my disappointment at the contents. Those interested in MIGs will have read Roy Braybrook's article in AIR ENTHUSIAST (August 1971) and this Profile adds little to this work. Despite their availability, there are no cockpit photos (Try AIR ENTHUSIAST, October 1971) and many of the photos are very small. The color schemes are notable only for their uninspiring choice. What about the wild color schemes the Czechs have, such as the Fishbed J with a checker tail and wolf badge? Talking of the Czechs, there is no real mention, except for the SPS, of variants made outside Russia and India. For this reviewer, the final disappointment was the inaccuracies in the center spread, evident for even a cursory comparison with the cover of OBSERVERS BOOK OF AIRCRAFT 1972. This book is only of value as a supplement to more serious research.

Winn Edwards SAFCH #31

The ITALIAN AVIATION RESEARCH BRANCH of Air Britain (I.A.R.B.), established in 1971, is a non-profit historical association which gather and publish historical material on Italian aviation. Its bi-monthly illustrated Journal (in English) is distributed to all Members: Regular features on Regia Aeronautica WWI and WWII aircraft; experimental planes, projects, etc. Mr. Giorgio Apostol (P); I.A.R.B.; Via Ravasi 13; 21100 Varese; Italy will send you details of Membership Fees. Write direct to him.

The early years of Dutch military aviation.

History of the Luchtvaartafdeling, 1913-1919. by F. Gerdessen

SAFCH #12

The Luchtvaartafdeling (LVA for short = Aviation unit) of the Royal Netherlands Army was officially founded the 1st July 1913. In September 1911 the Army had used hired aircraft during manoeuvres for reconnaissance, and this experiment had proved successful. The Dutch High Command became convinced, that aircraft could be useful in warfare, and it was decided to found a modest aviation unit.

The LVA was based at the Soesterberg airfield. This had been built in 1910, and early 1913 the Government bought it from the owners.

On the date of foundation, the LVA had one airplane, the "Brik", which was hired from its owner and builder, the pioneer pilot Marinus van Meel, and 3 pilots (Lts. Versteegh, van Heyst and Coblijn) which had received flying training abroad. These 3 were later joined by van Meel, who had volunteered for LVA service.

In September 1913 3 Farman HF-20's arrived from France, and early in October these were put into service. With some hired aircraft (and their pilots) they could just take part in Army manoeuvres.

Mid-1914 van Meel delivered another home-built plane, the "Erik" nr. II, and 6 Farman HF-22's were on order (one for the Navy). But just as these Farmans were to be delivered, World War I started. It was possible, to get 4 of them into Holland, and then the supply from abroad was cut off. In addition a plane for the Royal Neth. East Indies Army arrived from Belgium. It had been confiscated at the Brouckere factory, but the pilot somehow managed to get the craft away. Now in all Holland had 11 military aircraft: LVA: 8, Navy: 1, and 2 for the KNIL (the N.E.I. Army). All were unsuitable for warfare. Nevertheless, the 3rd August 1914 the LVA started border patrols, and continued that routine throughout WW.I. LVA aircraft never met foreign aircraft during the patrols, which was no doubt lucky, considering the general obsolescence of its aircraft in that period.

With WW.I going on, the supply of aircraft from abroad was cut off, and that of spares, engines etc. reduced to a trickle. Now the aviation pioneer Henri Wijnmalen, supported by the Government, started aircraft production in the Trompenburg automobile factory at Amsterdam (where the Spijker cars were made). In 1915-1916 11 Farman HF-22's were delivered to the LVA, which built 2 more from parts.

After the Farmans Trompenburg designed a single-seater fighter, the V.1, but this had an insufficient performance and was rejected by the LVA. Other plans to build certain types were frustrated by lack of suitable engines and raw materials.

During 1915 Holland ordered aircraft in France, but these planes arrived as late as mid-1918 (5 Nieuport XI, 5 Nieuport XVII and 5 Caudron G-IV) and were in bad condition. From Germany in October 1917 10 Fokker D-III fighters could be obtained, and during 1918 as much as 40 Rumpler C-VIII recon-trainers.

Luckily, the belligerent countries occasionally contributed aircraft to the Dutch forces. Many aircraft for some reason or another landed or crashed in Holland. From the 17th August 1914 until the 17th November 1918 in all 107 landplanes and about 25 seaplanes were salvaged by LVA and Navy and interned. If the aircraft were repairable, the Dutch Government negotiated to buy them, but towards the end of WW.I usable aircraft were just impressed. After WW.I therefore several were handed back to the RAF.

The supply of interned aircraft became popularly known as the "Factory at Cadzand", Cadzand being the borderline village nearest to the Western Front. "Cadzand" delivered mainly one-offs at irregular intervals, and to increase the problems, most were damaged. The LVA ground staff performed the utmost to rebuild the damaged aircraft that were salvaged, of types that were mostly unknown to them. Often parts had to be made, and spares were a problem too. The LVA technicians got excellent experience this way, but their Service could hardly be considered an effective air arm, with its motley collection of mainly obsolete aircraft.

Nevertheless, thanks to the interning of aircraft several items of new equipment, such as wireless telegraphy, photo camera's, guns etc. were received by the LVA. In many cases Dutch industries copied apparatus for the LVA.

Despite the difficulties the LVA continually expanded in WW.I. Already in 1914 additional landing grounds were established to facilitate the border patrol: Arnhem, Venlo, Souburg near Vlissingen and the already existing airfield at Gilze-Rijen. Later a landing strip was built at the Oldebroek artillery range, and the 10th September 1916 the first aircraft touched down at Schiphol.

During 1915 the first observer course was started, and later on other courses and new specialised branches of the service were founded: Photography, Radio etc. In the Spring of 1917 the first trials were held with airborne W/T sets.

The 6th March 1916 the LVA held an aerial rally with 9 Farmans, which attracted much attention and was much publicised.

The LVA during WW.I provided training and facilities to the Navy and the KNIL. The Navy had a detachment at Soesterberg since 1914. Mid 1917 the Marine Luchtvaart Dienst (MLD = Naval Air Service) was founded, and when that service's bases were ready, the personnel left Soesterberg. By the end of 1918 the MLD had completely occupied its own bases.

During 1916 the equipment of the LVA showed more and more signs of wear and tear. Esp. the 80 hp rotary engines of the Farmans became so unreliable, that only interned aircraft were allowed on cross-country flights. Luckily in February 1917 an order could be placed with the Swedish Thulin factory for 80 hp. rotary engines (and aircraft for the Navy). Once these engines started to arrive mid-1917, the engine troubles were over.

This engine supply made it possible to order from Trompenburg 20 Nieuport XI fighters. An interned one was used as pattern aircraft. The order was placed in March 1917, and 12 were delivered, though incomplete, a year later. They were not accepted before October 1918, and then considered too weak to be used, and never flown. Trompenburg again had had great difficulties to obtain raw materials, and the Government also was unable to supply them, as the intention was.

Early in 1917 Trompenburg submitted 3 designs: the trainer V.2 (80 hp), the fighter V.3 and the 2-seater recon plane V.4. The latter were to be powered by a 130 hp rotary.

The V.2 was tested in Spring 1918, and 58 were ordered for the LVA (and 20 for the Navy). This order was fulfilled in 1918-19. With the V.3 and V.4 (resp. 78 and 118 were ordered) it was different. Engines were unobtainable, and at last Trompenburg proposed to manufacture the 200 required (Clerget) themselves, as they had located a quantity of usable steel. This happened, and early 1919 the first batch was ready. The quality proved to be good. But at that time the rotary engine was decidedly obsolete, as were the aircraft they were intended for.

Only one V.3 was completed and flown, mid-1919. Eventually, after complicated dealings, Fokker took over the order from Trompenburg and started the delivery of D-VII's and C-I's at the end of 1920. Trompenburg ceased with aircraft production and went bankrupt soon afterwards. The Clergets ended up as scrap.

During 1917 the LVA improved considerably, and some good war-planes were interned in some numbers (DFW C-V, Sopwith 1 $\frac{1}{2}$ Strutter). But a real expansion started in 1918, when from abroad 55 aircraft were delivered, apart from the Trompenburg Nieuports, and over 50 interned aircraft. In the second half of the year 44 aircraft were interned, due to the increased activity on the Western Front. So much DH-9's were impressed, that a small unit was formed on them by Lt. Plesman (the later KLM director). In October-November several Germans flew their planes into Holland, esp. just after the Armistice.

The increasing number of aircraft made it possible in 1918 to form squadrons in the LVA. Yet in 1918 the flying activities were somewhat restricted due to fuel shortage.

At the end of 1918 all troubles were over, and just at that time at last it had been possible to start a more extensive flying training, with about 30 pupils a year. Therefore in 1919 a separate flying school was founded, headed by Lt. Versteegh. Before the training was conducted at the squadrons, by the instructors Versteegh and van Heijst.

During 1919 the LVA made some flights abroad. Lt. Versteegh visited England with a Bristol Fighter; 2 Rumpler C-VIII went to Copenhagen, but one crashed fatally on the way there; and in December a flight was to be made to Italy with a DFW C-V, but due to several troubles one ended up near Paris.

During 1919 the Lts. Plesman and Hofstee organised the ELTA aviation show and exhibition at Amsterdam, which proved to be an enormous success. The LVA took much part in it, with demonstrations and assistance. There was displayed a twin-engined bomber (the Vreeburg A.2M), which had been built in the LVA workshops at Soesterberg. The plane was built, as at the end of WW.I one began to feel the need for such a type. It was underpowered and no success. Of the countries, whose aircraft appeared at the ELTA, Italy donated 2 Ansaldo SVA.10's to the LVA.

In 1919-1921 the LVA was almost completely re-equipped. Partly this happened with aircraft, smuggled into Holland by Fokker in 1919: D-VII and C-I, but also the Trompenburg V.2 replaced nearly all other trainers in use (Farman, Avro 504, Albatros B-types etc). Like in the countries of origin, also in Holland it was soon clear that the Avro 504 and the Albatros B-types were excellently suitable as training aircraft.

The bulk of the aircraft, acquired during WW.I, was retired by 1921 and later on scrapped (minus engines etc.). The not-bought English aircraft, mainly DH-9's, were returned to the English at Schiphol, where they were subsequently destroyed (much to the sorrow of the Dutch airmen). The last WW.I types were retired in 1925.

The 1st November 1919 major Walaardt Sacré handed over his command to capt. J. H. Hardenberg.

After 1920, the LVA steadily developed and improved, but one mostly had to do with a seriously restricted budget, and an anti-military opinion in Holland. So, when the service went to war in 1940, there were still a lot of obsolete planes on strength, and too few too.

NETHERLANDS

Aircraft, used by the Luchtvaartafdeling in 1913-1920.

	Year	Number	Type
1.	1913-15	1	Van Meel "Brik"
2.	1913-19	3	Farman HF-20
3.	1914-15	1	Van Meel "Brik II"
4.	1914-19	17	Farman HF-22
5.	1915-	1	Morane Saulnier L.
6.	1915-17	1	Voisin LB.4
7.	1915-18	2	BE-2C
8.	1915-21	2	Avro 504.
9.	1915-	2	Albatros B-I
10.	1915-17	1	L.V.G. B-I
11.	1915-20	1	R.E.P. 2 Parasol
12.	1915-20	1	Albatros B-III
13.	1916-20	1	L.V.G. B-II.
14.	1916-17	1	Albatros B-II.
15.	1916-20	5	Sopwith 1½ Strutter.
16.	1916-17	1	Fokker A-I
17.	1916-18	1	Aviatik C-III
18.	1916-	1	Farman F.40
19.	1917-25	18	Nieuport XI C.1
20.	1917-20	1	Sopwith Pup.
21.	1917-	8	D.F.W. C-V
22.	1917-21	1	Gotha G-IV
23.	1917-	3	Rumpler C-I (a)
24.	1917-21	1	Albatros C-X
25.	1917-21	1	,, D-III
26.	1917-21	1	Bristol F.2B
27.	1917-20	10	Fokker D-III
28.	1917-	1	S.P.A.D. S.VII C.1
29.	1917-20	3	Albatros C-III
30.	1917-	1	A.E.G. C-IV
31.	1918-	3	Halberstadt CL-II
32.	1918-21	1	SE-5A
33.	1918-20	1	Albatros C-VII
34.	1918-25	1	Hannoveraner CL-IIIa
35.	1918-	40	Rumpler C-VIII
36.	1918-20	2	Friedrichshafen G-III
37.	1918-20	1	Pfalz D-IIIa
38.	1918-25	5	Nieuport XVII C.1
39.	1918-21	5	Caudron G-IV
40.	1918-20	1	Airco DH-4
41.	1918-20	10	,, DH-9
42.	1918-20	1	Handley Page O/400
43.	1918-25	3	L.V.G. C-VI
44.	1918-20	1	Sopwith Camel F.1
45.	1918-38	25	Fokker D-VII

NETHERLANDS

Aircraft, used by the Luchtvaartafdeling in 1913-1920.

Year	Number	Type
46. 1918-	1	Rumpler C-IV
47. 1918-25	67	Trompenburg V.2
48. 1919-20	1	Vreeburg A.2M
49. 1919-25	2	Ansaldo SVA-10
50. 1920-38	65	Fokker C.I

Remarks:

Obtained by interning only; types 5-18, 20-26, 28-37, 40-44, 46.

Type 4 : 4 from France in 1914,
11 built by Trompenburg in 1915-16,
2 assembled by LVA in 1916.

Type 19: 1 interned in 1917,
5 from France in 1918 (ordered in 1915)
12 delivered by Trompenburg in 1918.

Type 22: only test-flown.

Type 23: 1 C-Ia in 1917, 2 C-I's (1917, 1918).

Type 36: only test-flown.

Type 42: not flown.

Type 45: 3 interned in 1918,
20 bought from Fokker (1920/21),
2 later assembled by LVA.

Type 47: 58 delivered by Trompenburg in 1918/19,
9 taken over from MLD in 1924.

Type 48: test-flights only.

Summary of interned aircraft.

Country	1914	1915	1916	1917	1918	Total	Used by LVA
Belgium	-	-	1	-	-	1	1
England	1	9	2	6	24	42	27
France	-	1	1	2	-	4	3
USA	-	-	-	-	1	1	-
Germany	1	3	6	16	33	59	41
Total	2	13	10	24	58	107	72

Belgium: The single interned aircraft (Farman F.40) was bought.

England: The 42 interned planes were of 16 types, of which 13 types were used. 13 planes were bought, and 14 others impressed.

France : 4 different aircraft were interned, and 3 of them bought.

USA : the single aircraft (Dayton DH-4) was returned.

Germany: 28 different types were interned, of which 23 were used. 9 aircraft were bought, and 32 impressed.

Markings

The 5th August 1914 national markings were introduced on Dutch military aircraft. Orange roundels were painted in the normal positions on the wings. An order dated 17th April 1916 stipulated the use of fuselage roundels. On biplanes the roundels often appeared on both sides of the wings. In addition the rudder was painted orange on some types.

The 11th June 1921 the orange roundel was changed to the now familiar red-white-blue roundel with orange center (while the rudder was painted red-white-blue). This change originated from the Netherlands East Indies, where one considered the orange roundel too much like the Japanese markings.

Due to the variety of aircraft in use, they were finished in all schemes from natural finish to camouflage variants. Towards the end of WW.I a standard scheme: upper surfaces olive drab, undersurfaces pale blue, was introduced.

Personal and squadron markings were not carried, but these were sometimes retained on interned aircraft. E.g. Sopwith 1½-Strutter LA-45 carried the insignia of Esc. SOf 111, and Spad S.VII nr. SFA-210 that of Esc. SPA 73. (Both ex-French). Bird markings were briefly used on the Bristol Fighter BR-401 and a Nieuport XI.

All other foreign markings on interned aircraft were normally painted out, though DH-9 nr. deH-433 (ex-B7620) retained its striped fuselage. Factory markings and insignia were normally retained. Trompenburg-built aircraft carried these on the rudder.

The serial system started quite simple in 1913. The aircraft had a chronological number with the prefix letters LA (Luchtvaart Afdeling), which was carried mostly on the rudder, and on the nacelles of Farman types. On the nacelles the letters LA were sometimes omitted. The serials were mainly in black.

Late-1917 the LA-serials had reached nr. 50, and the system became impractical. From the 1st January 1918 the planes were numbered in 3 series: 1-199 for trainers, 200-399 for fighters and 400 and higher for recce aircraft etc.

The serials had a prefix, according to aircraft type, and derived mostly from the factory's name (H = Halberstadt, S = Sopwith, A = Avro, HF = Farman). After the serial there followed a code for the engine, denoting factory and power. These serials were painted in quite small, mostly black, letters low on the aft fuselage (and therefore often difficult to see).

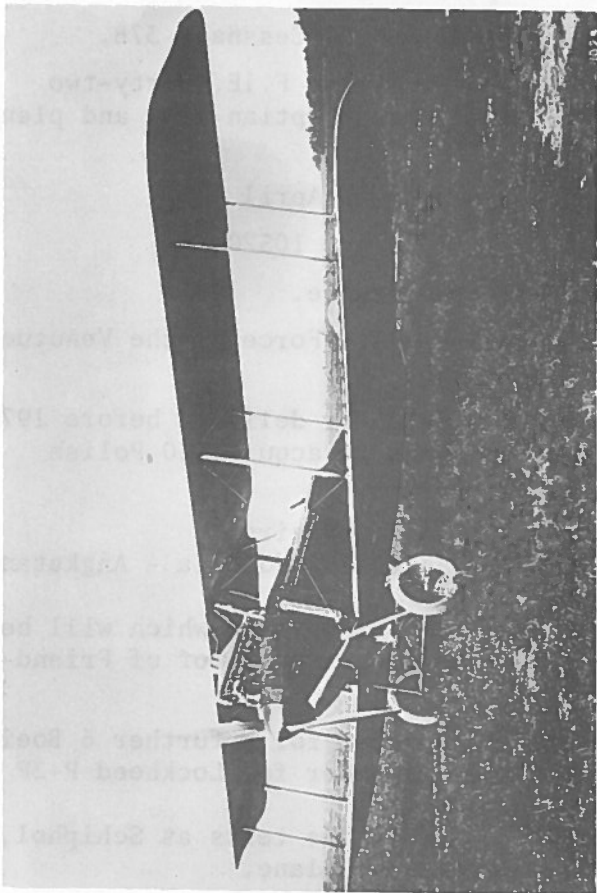
Examples:

AEG403 Mcl60	AEG C-IV with 160 hp Mercedes, nr. 403.
F201 0160	Fokker D-III nr. 201 with 160 hp Oberursel.
S24 Cl10	Sopwith 1½-Strutter nr. 24 with 110 hp Clerget.
SP66 T80	Trompenburg (Spijker) V.2 nr. 66 with 80 hp Thulin.

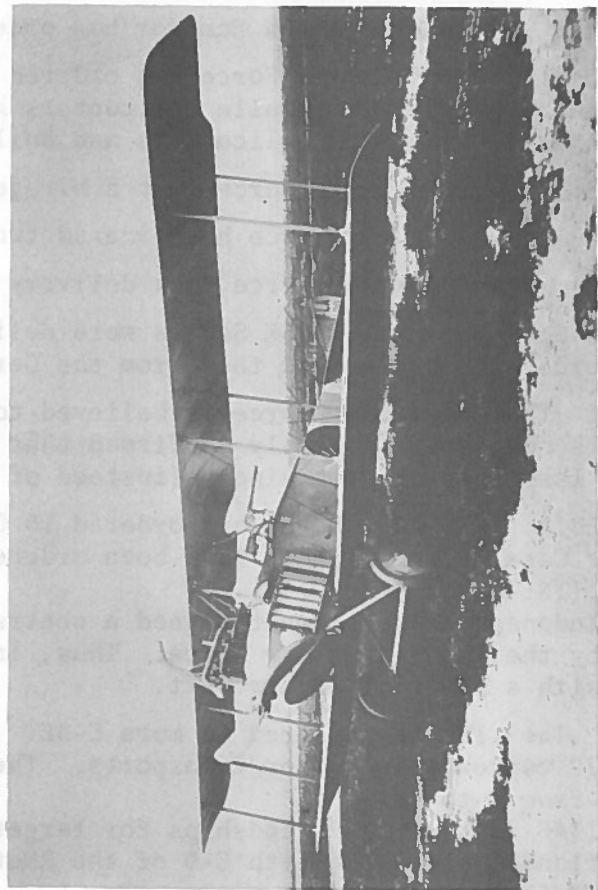
About 1920 the serial was painted in big white ciphers on the fuselage before the roundel, while the abovementioned code was retained (in white).

Inventory.

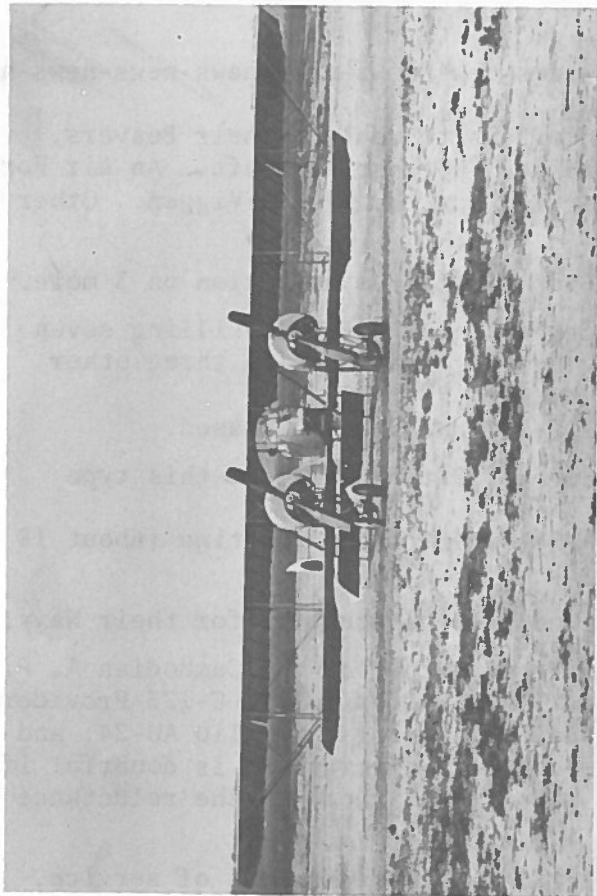
1 Jan. 1914	4 aircraft.
1 ,, 1915	8 ,,
1 ,, 1916	23 ,,
1 ,, 1917	32 ,,
1 ,, 1918	52 ,,
1 ,, 1919	109 ,,



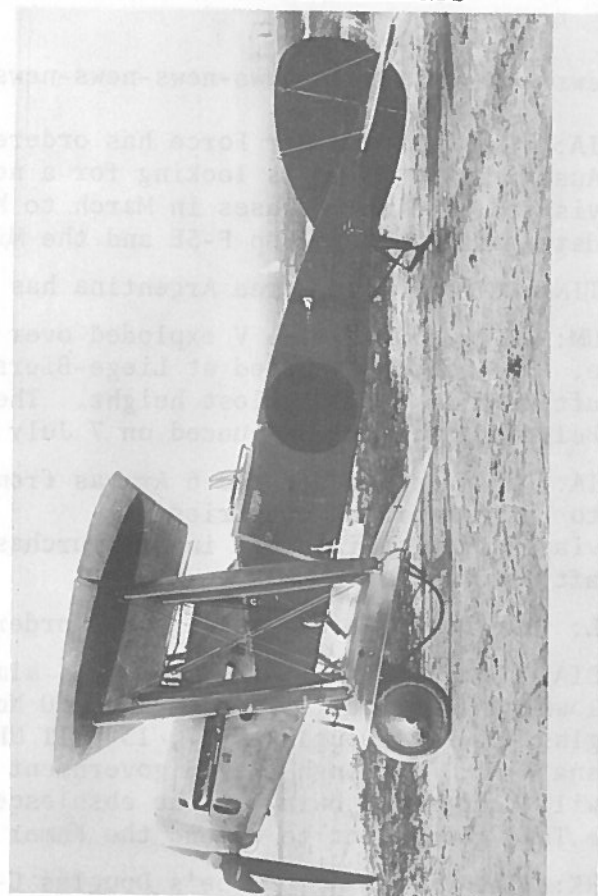
LVA B-II, LA29 (reserialled L800 in 1918) ex-1069/15. Interned 19 March 1916 and bought for HF 20,000 on 24 Aug. 1916. On 27 April 1917, this was the first LVA aircraft to test a wireless transmitter in the air.



DFW C-V, LA-44 (reserialled D406 in 1918) ex-4982/17. Interned undamaged on 20 July 1917 after a fight with English aircraft. It was not bought.



Caudron G-IV, one of 5 (C427-C431) ordered in 1915 and delivered in June 1918. On 1 Nov. 1918, Caudron C427 collided with Farman F.22 HF19 over Soesterberg killing both crew (four airmen).



Bristol F.2B, BR401, ex-B1124 (c/n 2292). This plane, of 48 Sq. (RFC) at Fleze, was chased over the Dutch border by German aircraft on 29 Sept. 1917. It was bought.

NETHERLANDS

AUSTRIA: The Austrian Air Force has ordered 10 Turbo Porters to replace their Beavers.
 *The Austrian Air Force is looking for a new first-line self-defense aircraft. An Air Force team visited Swedish AF bases in March to have a closer look at the AJ-37A Viggen. Other candidates are the Northrop F-5E and the Mirage F.1.

ARGENTINA: The Fuerza Aerea Argentina has ordered 2 Fiat G-222 plus an option on 3 more.

BELGIUM: A Belgium Mirage V exploded over Vechten, Germany, on 2 May 1975 killing seven people. The aircraft, based at Liege-Bierset, was flying in formation with three other aircraft when it suddenly lost height. The pilot was killed.

*The Belgium Air Force announced on 7 July 1975 that 102 F-16 will be purchased.

BOLIVIA: Bolivia has ordered 6 Arava from Israel bring to 50 the number of this type sold to Latin American countries.

*Bolivia is showing interest in the purchase of the IA-58 Pucara from Argentina (about 18 aircraft).

BRAZIL: The Fuera Aerea Brasilia has ordered 10 Westland Lynx helicopters for their Navy.

CAMBODIA: With the fall of Phnom Penh, almost the entire inventory of the Cambodian A. F. was flown to Thailand. Included were 50 North American T-28D, 10 Fairchild C-123 Providers, 7 Douglas AC-47, 1 Douglas C-47, 13 Bell UH-1, 12 Cessna O-1 Birddogs, 3 Helio AU-24, and 1 Cessna T-41. Although the US government has a claim on these aircraft it is doubtful if this will be pressed owing to the obsolescence of the majority of them and the reluctance of the Thai government to offend the Khmer Rouge.

DENMARK: The Danish Air Force's Douglas C-54 N-242 (721 Sqn.) was taken out of service. It is stored at Vaerloose awaiting disposal.

*The Danish government has decided to buy 48 F-16 with an option for 10 more.

ECUADOR: The Fuerza Aerea Ecuador has ordered 2 DHC-5D Buffalo and 12 Cessna A-37B.

EGYPT: The Egyptian Air Force has ordered 22 Mirage F.1C and 22 Mirage F.1E. Forty-two Westland/Aerospatiale Gazelle helicopters have been ordered for the Egyptian Army and plans are to order some Lynx helicopters and build more under license.

FRANCE: The French Air Force lost a Mirage IIIR near Metz on 9 or 10 April 1975.

GHANA: The Ghana Air Force has ordered two more F-27. C.n. 10518 and 10520.

GREECE: The Greek Air Force took delivery of 40 Mirage F.1 from France.

HONDURAS: Four Fiat F-86K Sabres were delivered to the Hondurian Air Force by the Venuzuela Air Force, which received them from the German Luftwaffe in 1966.

INDIA: The Indian Air Force is believed to have ordered 50 MiG-23 for delivery before 1978.

* It is now semi-officially confirmed that the Indian Air Force is to acquire 50 Polish TS-11 Iskra basic jet trainers (instead of Czech L-39 Albatross).

INDONESIA: The Angt Darak has ordered 16 OV-10 Broncos and 16 A-7 Corsairs.

*Three Casa C.212 Aviocars have been ordered for the Tentara Nasional Indonesia - Angkatan Udara (TNI-Au or Air Force).

*The Indoneasian government signed a contract for 8 F-27M Mk400M Friendships which will be used by the Indonesian Air Force. Thus, Indonesia becomes the largest operator of Friendship with a fleet of 38 aircraft.

IRAN: The IIAF has ordered 36 more F-4E. A contract has been placed for a further 6 Boeing 707-3J9 convertable tanker/transport. The IIAF may increase its order for Lockheed P-3F Orion from 6 to 18.

*The IIAF is testing Friendships for target towing. Taking part in the tests at Schiphol, Netherlands, are 5-204 with C-9 of the RNethAF being used as a chase plane.

Continued on page 52

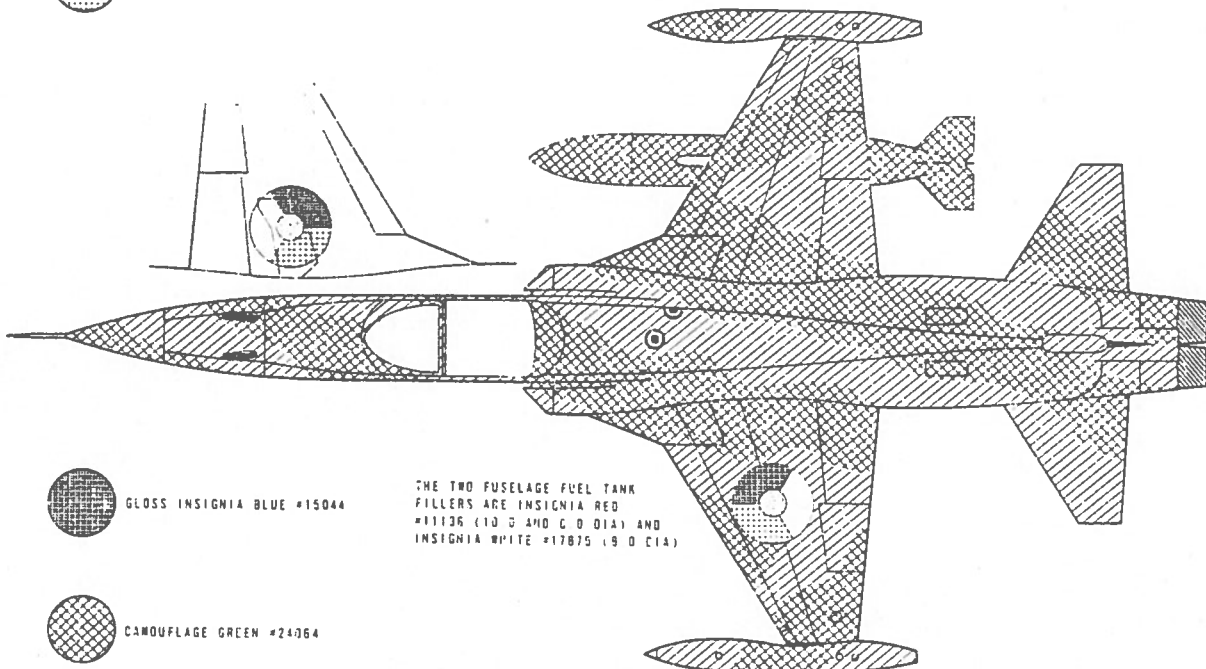
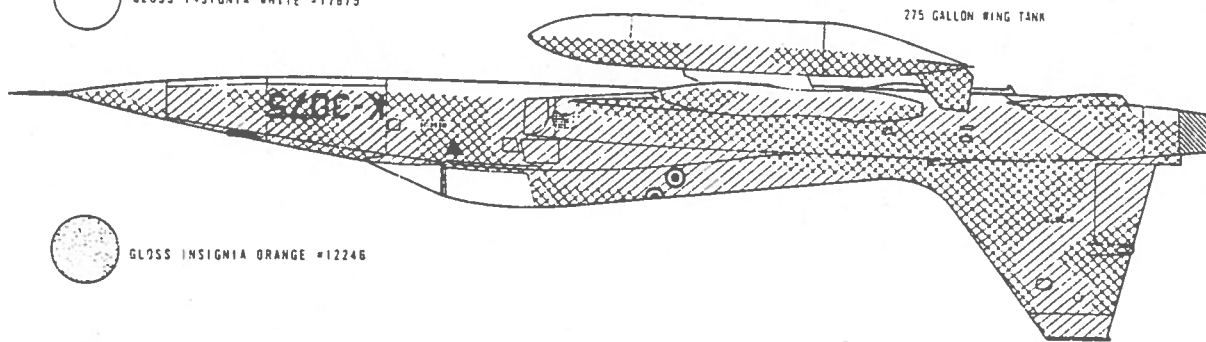
The Northrop NF-5A in service Royal Netherlands Air Force

ALL COLORS PER FED STD 595

 GLOSS INSIGNIA WHITE #17875

 GLOSS INSIGNIA ORANGE #12246

 GLOSS INSIGNIA RED #11136



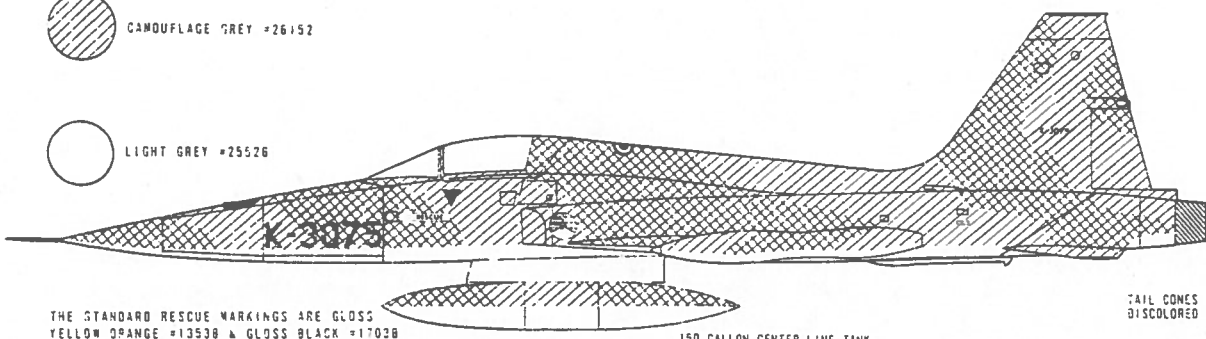
 GLOSS INSIGNIA BLUE #15044

THE TWO FUSELAGE FUEL TANK
FILLERS ARE INSIGNIA RED
#11136 (10 G AND G O DIA) AND
INSIGNIA WHITE #17875 (9 G CIA)

 CAMOUFLAGE GREEN #24364

 CAMOUFLAGE GREY #26152

 LIGHT GREY #25526



THE STANDARD RESCUE MARKINGS ARE GLOSS
YELLOW ORANGE #13538 & GLOSS BLACK #17028

ALL MARKINGS ARE GLOSS BLACK #13536

TAIL CONES ARE HEAT
DISCOLORED BARE METAL

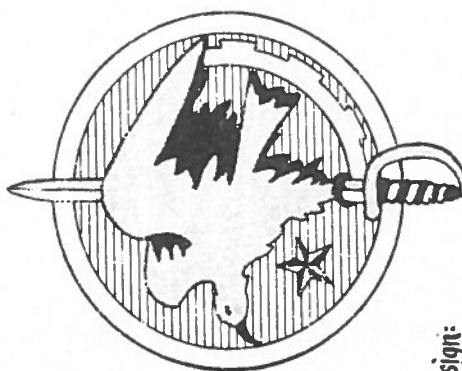
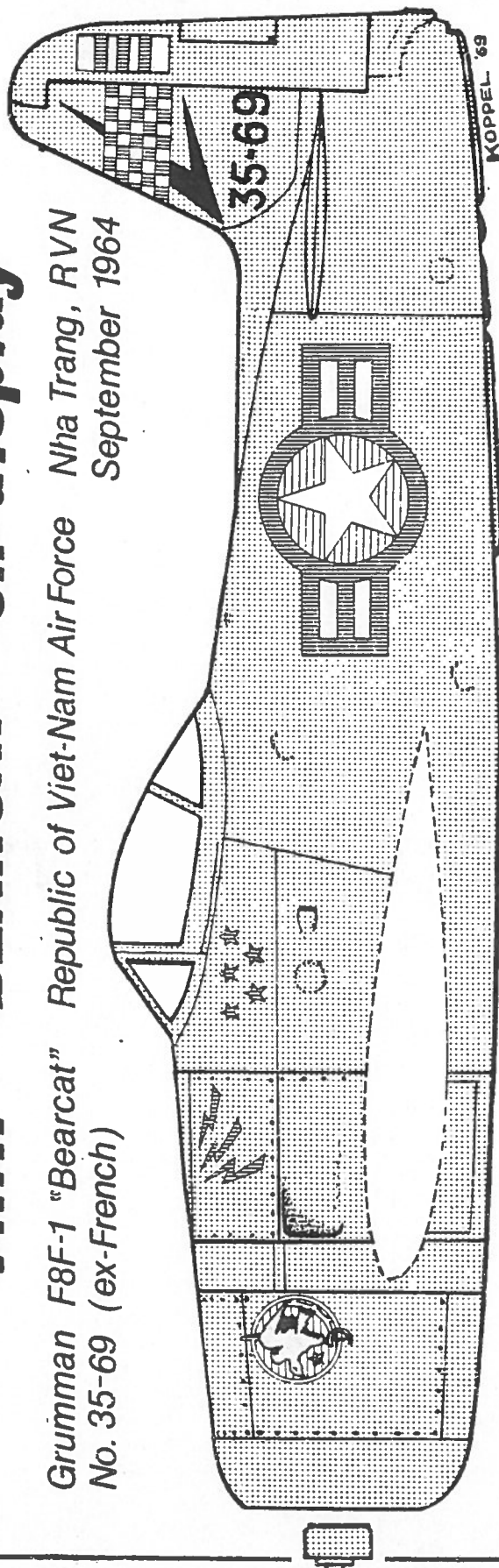
Reproduced by the kind permission of the Northrop Model Airplane Club

Gus Morfis 3-19-71

VNAF "BEARCAT" on display

Grumman F8F-1 "Bearcat" Republic of Viet-Nam Air Force
No. 35-69 (ex-French)

Nha Trang, RVN
September 1964



Cowl design:

YELLOW eagle with BLACK/DARK BROWN(!) detail and shadows, on LIGHT BLUE disc with WHITE surround. Sword in WHITE and YELLOW (BLACK & WHITE handle). YELLOW star with BLACK/DARK BROWN(!) shadow.

NATURAL METAL overall
— (no anti-glare panel).

"35-69" in BLACK on fin;

RED and WHITE checkerboard
superimposed on BLACK "arrow" motif.

Five RED stars under cockpit canopy.

Three RED lightning flashes forward
of cockpit.

Standard VNAF fin flash on rudder.

[Additional colors on 3/4 perspective view.]



LIGHT BLUE

YELLOW

WHITE



RED



NATURAL
METAL



BLACK
(exc. emblem?)

National insignia:

Note disproportionately large surround
and bars [see additional note on 2nd page];

LIGHT BLUE field for star.

The three basic drawings
and copy were sent to IPMS/
USA QUARTERLY in 1969 (sup-
plemented by later info.)—but
not used by Editors Kelly,
Beaman, Fink, or Maas.
Therefore, SAFCH regained
use of the material, and
it is being published here
for the first time.

Ted Koppel (4/75)

—safe

VNAF "Bearcat"

(CONTINUED)

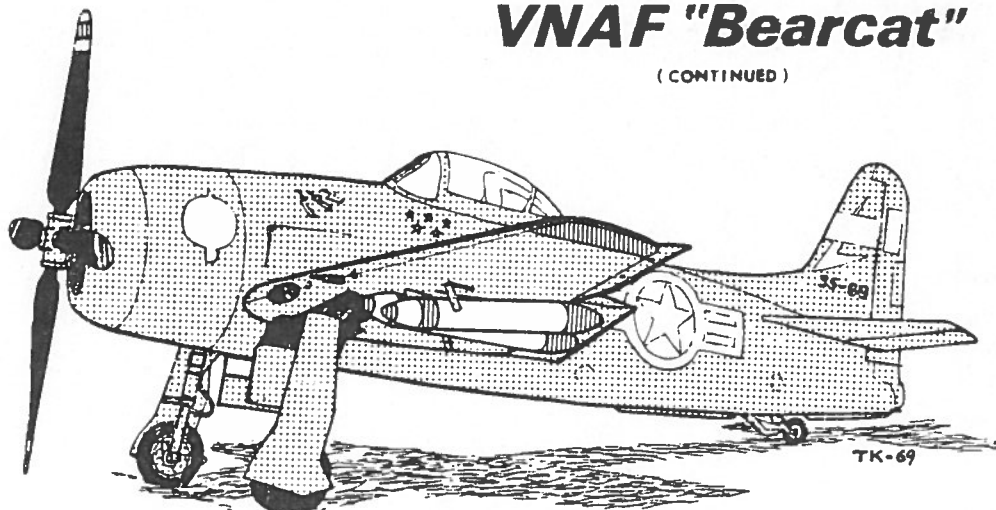
Flat **BLACK** prop, with
WHITE-RED-WHITE tips
and NATURAL METAL hub.

RED wingtip (color not
extending to flap).

[No underwing insignia,
port side.]

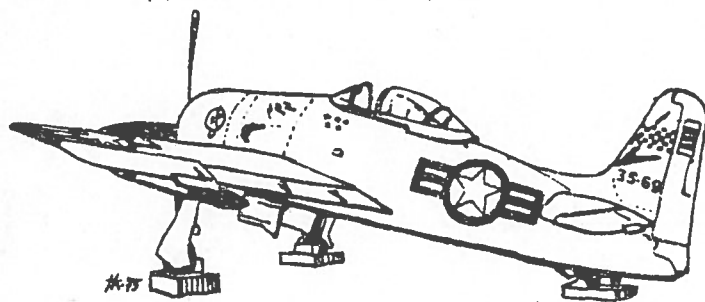
Underwing stores **WHITE**,
with **RED** tips and band.

[NOTE - **YELLOW** area of
landing gear door,
and **RED** hub to wheel.]



(subsequent information)

In 1971, the Vol.4, No.1 issue of the original AIR COMBAT 1939-1945 printed on page 26 a photo of this aircraft, taken by George E. Poling in August 1966. He gave the location as Long-Van Air Base (in Nha Trang), and the view—roughly sketched below—gave indications to further markings:



- (A.) The national insignia, apparently the same size as on fuselage, is on the upper port wingtip, and seems to be touching the **RED** tip.
- (B.) The rear surface of the prop blades has **YELLOW** tips, perhaps $\frac{1}{2}$ the size of front stripes.
- (C.) A better view of the fuselage insignia shows the bars to be slightly longer, which would extend the entire marking a bit further forward.

In a future series, it is hoped to show more accurate proportions to this and other national insignia, worldwide, as well as variations that have appeared in print over the years, and some that haven't.

Secondly, some uniform-insignia publications and actual samples of cloth emblems located later, showed the cowling design to belong to the VNAF Training Center. As can be seen from the greatly simplified sketches at right, several variations have existed through the years, although the basic colors have remained about the same. This includes only **BROWN** tones for shadows and details. (Various shield borders and letters are in white.)

[The initials TT HL KQ stand for TRUNG-TAM HUAN-LUYEN KHONG-QUAN, or Air Force Training Center.]



Postscript

Nha Trang, on the central coast, was taken over by North Vietnamese forces at the start of April 1975. By the end of the month, most of the rest of South Vietnam had capitulated, with only a few stubborn pockets of resistance. (It is interesting to note that close to 150 VNAF aircraft managed to escape to other countries.)

"LA GUERRE EST FINI."

—Ted Koppel—safo

THE AFI JUNKERS K.43/W.34

The W.34 transport plane first flew in 1926 and about twenty were built by A.B. Flygindustri (AFI) at Limhamn, Sweden. The K.43, the bomber-reconnaissance version was also built at Limhamn.

Known deliveries from AFI:

Swedish A.F.

- 1 W.33 (originally with Junkers L 5, but later re-engined to W.34 standard) - Tp 2/Tp 2A no.4, delivered to F 4 in August 1933 and used until 1938, when it crashed.
 - 1 W.34 - Tp 2A no.5, delivered to F 2 in November 1934. Used until 1948/49.
 - 1 W.34 - Tp 2A no.6 (c/n 2835) delivered to F 4 in August 1935. Used at Boden, transferred to Frösön in 1941, sold to Svensk Flygtjänst in 1953 as SE-BYA, used by Lapplandsflyg 1956-61, now at an aviation museum.
- All these aircraft were used as ambulance planes by the Flygvapnet (replacing Junkers F.13s - Tp 1s), mostly in Lappland and in the Stockholm archipelago.

Argentine A.F.

- 5 K.43 no.101, 103-6, delivered in September 1932, replacing Bré 19B-2s of I. Light Bomber Group at El Palomar. Used as ambulance and transport planes after 1938.

Finnish A.F.

- 6 K.43, JU-122 - 127, delivered by railway in May 1931. Served with LLv 44 (Viipuri) and then TLeLv 16 (Sortavala + Northern Finland) and TLeLv 39 (Mariehamn). Used as transports/ambulances during WW 2, up to 1944.

Portuguese Navy

- 5 K.43, known no.56-59, delivered in January 1933. Centro Aviação Marítima do Bom Sucesso (Lisbon)

A.B. Aerotransport (Sweden)

- 1 W.34h SE-AEF (c/n 2828) delivered in April 1935, crashed in 1937.
- 1 W.34h SE-AEH (c/n 2829) delivered in April 1935, sold to Norway in 1940 and then back to Svensk Flygtjänst as SE-AKI

Det Norske Luftfartsselskap (Norway)

- 1 W.34 LN-DAB (c/n 2832) delivered in May 1935.

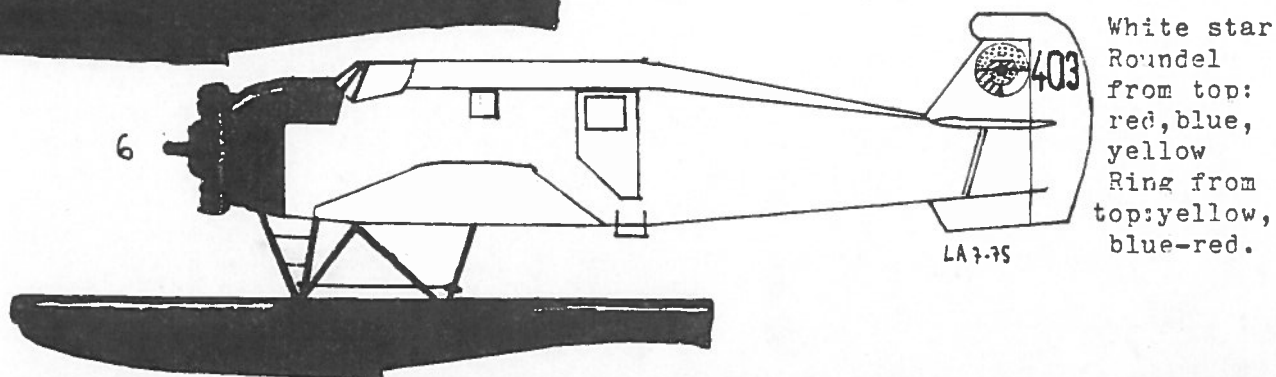
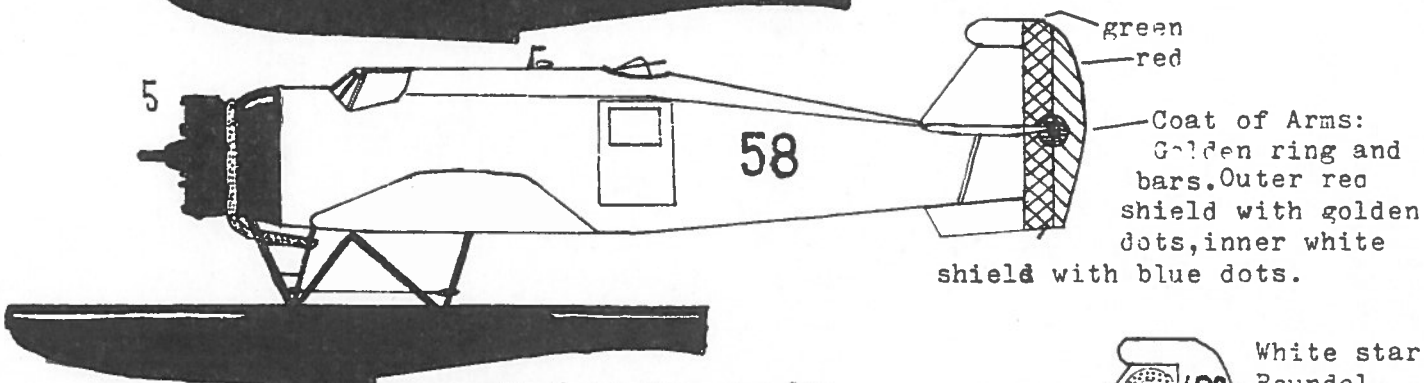
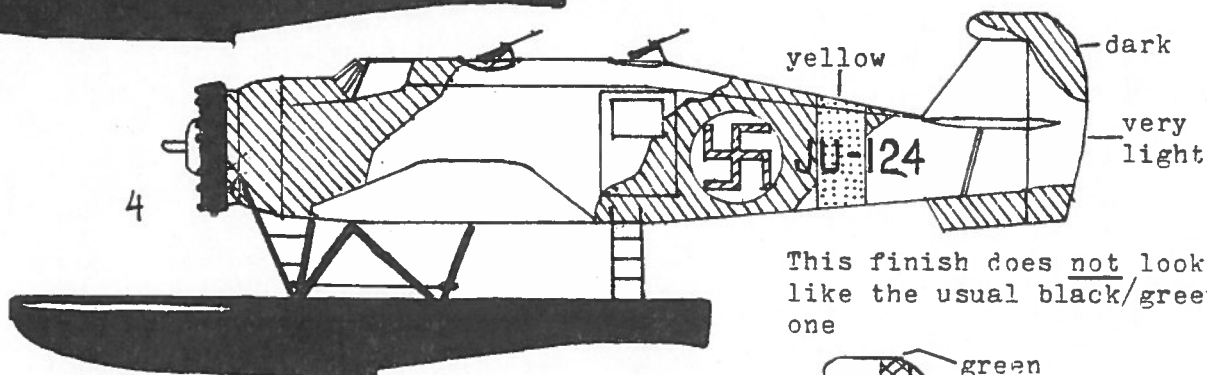
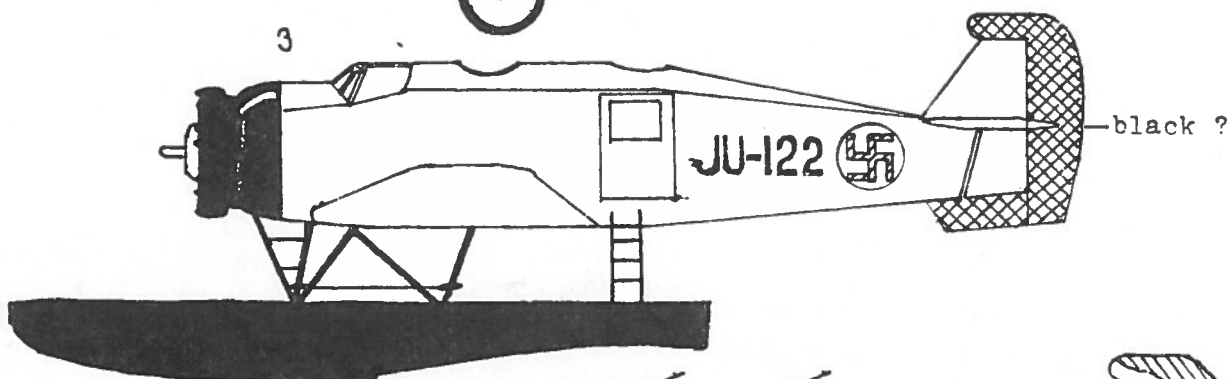
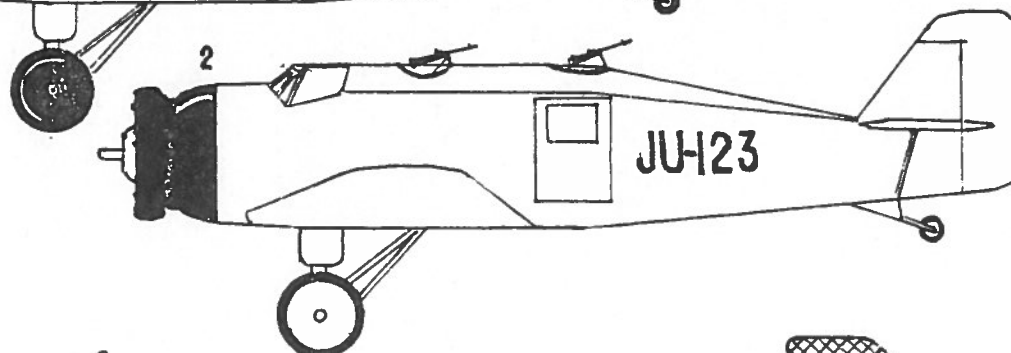
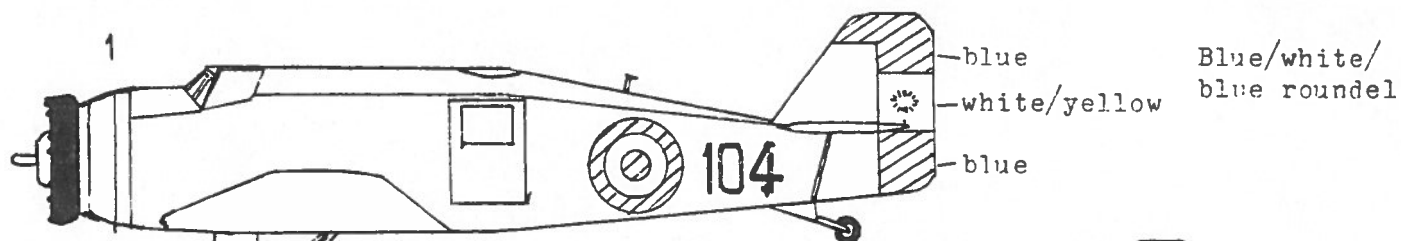
Possible AFI deliveries:

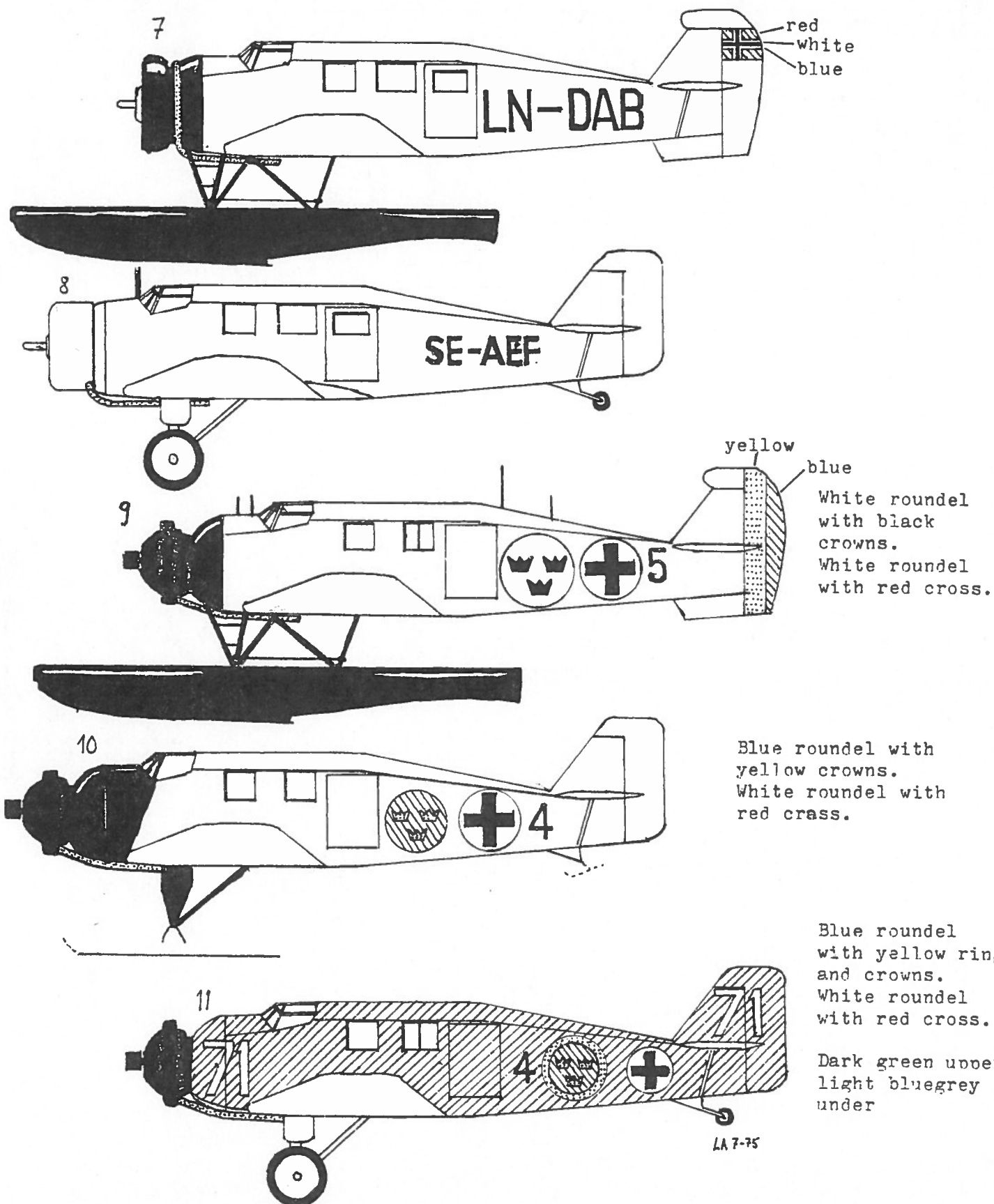
- | | | |
|----------------|----------------------------------|----------------------|
| Argentine A.F. | Bolivian A.F. | Colombian A.F. |
| 1 W.34 no.102 | K.43s used during the Gran Chaco | K.43s and W.34s used |

DRAWINGS

- 1 K.43 of Fuerza Aérea Argentina (Flying Review Int Dec 68)
- 2 K.43 at AFI before delivery to Finland in March 1931 (Junkers an A/C Album)
- 3 K.43 of Suomen Ilmavoimat. LLv 44 at Viipuri 1935 (Junkers)
- 4 K.43 transport of Suomen Ilmavoimat during Continuation War (Ett år i luften 1959-60)
- 5 K.43 of Aviação Naval at Bom Sucesso 1933 (Jane's 1934)
- 6 W.34 (K.43) of Fuerza Aérea Colombiana (Junkers)
- 7 W.34 "Ternen" of DNL 1935 (Flygning 7/1935)
- 8 W.34h "Östergötland" of ABA 1935 (Flygning 7/1935)
- 9 W.34 - Tp 2A of F 2 at Hägernäs, mid 30s
- 10 W.33/W.34 - Tp 2A of F 4, based at Boden in northern Sweden, 1938
- 11 W.34 - Tp 2A of F 4 after 1940

Sources: Swedish newspapers and aviation magazines, Flying Review and Combat Aircraft of the World among others.





Bare aluminium on all except nos. 4 and 11.

It should be noted that these drawings are not ment to be exactly accurate in outline.

SAFCH ABSTRACTING SERVICE

In issue #1 it was proposed that the SAFO print abstracts of articles from the world's literature that would be of interest to our members. Since no one person can afford to subscribe to all the magazines that might have material on the small air forces, it was suggested that members volunteer to cover the magazines that they regularly read. The initial response has been good and assignment of "patrol areas" is as follows:

Bezouska: Modell Fan, Luftfahrt International. Schmid: Air International, Air Quarterly. Munroe: RT, Mallari, IPMS England, IPMS-USA, Dirty Plastic, Nor Del Modeller, Replica in Scale, Modelaire International. Elmore: Modelcraft, Modelbouw, Panorama, Modelist-Konstruktor, Scale Aircraft Modeller, Scale Models, Aeroplane Monthly. Wilbanks: Aerospace Historian, Air Classics, Air Combat, Air Power, Control Column, Scale Modeler, Wings, World War Review, Aviation News, Air Force, National Defense, Armed Forces Journal, International Defense. Sørresliig: Flyvehistorisij Tidsskift, Flyu, Dan Mil, Tinbox, Flash, Southeast Air Review, Aircraft Illustrated, Circuit. Sanders: Aviation Week, Modelare, L+K, Flight, Interavia.

If your favorite magazine is missing from this list or if you would like to relieve one of the above overworked souls of part of their duties, please do not hesitate to volunteer.

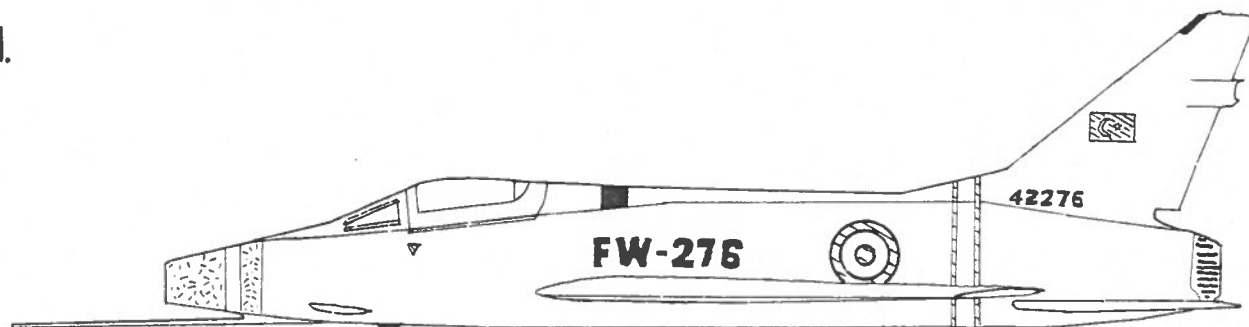
Bjarne Sørresliig has sent in a list of articles that have appeared in Dan Mil. For those of you not familiar with this Danish delight, it is by far the most attractively produced publication in the field. And, the contents (all about Danish aircraft) match the presentation - great photos and fantastic drawings. The catch? It's fairly expensive; issue #1 went for \$5 in the US and I hear that #3 is approximately \$10. But don't let the price deter you from obtaining at least one copy just to see if it is worth it to you to give up lunches to receive this fabulous magazine regularly. It is produced by Jacob Stoppel (SAFCH #95) and if you can't find it locally, write directly to Jacob.

- DAN MIL #1: The story of 721 Sq. 1926-1951.
Photos and drawings of Danish T-33A.
- #2: The story of 721 Sq. 1951-1972.
Photos and drawings of Danish RF-84F.
- #3: The story of 723 Sq. 1940-1974.
Photos and drawings of Danish Hunters Mk. 51 & 53.

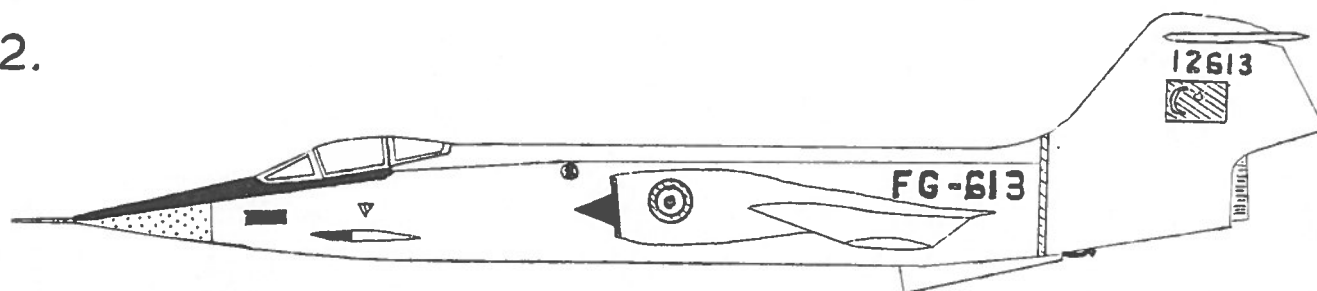
Tony Wilbanks, in an action "above and beyond the call of duty", collected all the pertinent titles from the back issues of the magazines under his purview. These are printed in this issue. He promises that in future installment he will "deal only with more current material, and will go into more depth on the more interesting articles. I might also go back and review more thoroughly some of the better articles in this list." Great idea, Tony. I for one would like to know which small air forces' MiG-15 appeared in Aviation News before I go looking for a copy. Also, Tony is correct in assuming that the usual abstract should contain specific information about the contents. However, I am sure that each reviewer will have his own ideas of what is important - so all I can say to all of you is "right on".

Ismael Garcia Llacca (SAFCH #53) has an interesting comment about the subject matter appropriate for the SAFO: "I'd like to see, once in a while, something like, say, U.S. Marine Corsair bipes used in Nicaragua against Sandino's guerrillas, or a Soviet Nieuport in Russian Civil War guise, or a Japanese a/c of the Manchurian or Sino-Japanese wars, etc. Please do not regard me as a moody guy, but maybe we should take a look or two at the "big ones" when it's respect to their small wars or forlorn campaigns?" I couldn't agree with you more, Ismael. There's something special about an article or a model collection that covers both sides of a conflict. Furthermore, your ideas are in complete agreement with the general guideline that the SAFO is for those aviation subjects that are too esoteric for the mass media.

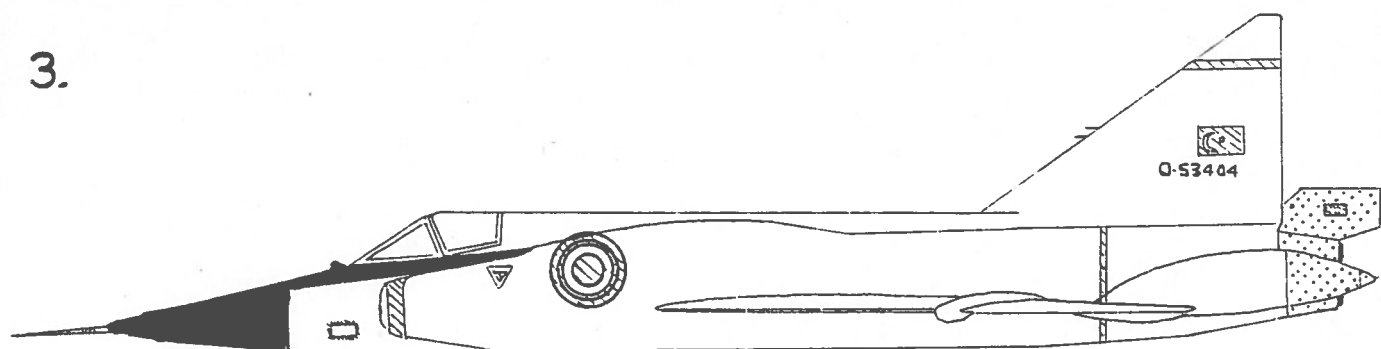
1.



2.



3.



- 1) F-100D Super Sabre
- 2) F-104G Starfighter
- 3) F-102A Delta Dagger

1st. TAF
110 Sqn.
114 Sqn.

All aeroplanes Natural Metal
Other colours as indicated.

Ref: Air Enthusiast, Air
Pictorial, Flight (various)
Aviation News V2 120

NB All THK aircraft now
camouflaged except F-102s.



BLACK
BURNT METAL
RED
LT GRAY
LT BLUE
WHITE

LEBANON: , "The Lebanese Air Force - An Official History", Aerospace Historian, Vol. 21, No. 1, Page 26.

MID-EAST: Rodwell, "The Mid-East War: 'A Damned Close-Run Thing'", Air Force, Vol. 57, No. 2, Page 57.

MISCELLANEOUS:

, "The Military Balance 1974/75", Air Force, Vol. 57, No. 12, Page 41. (Gives a summary of each air force in the world, including major types of aircraft used, number of each type, and personnel strength.)

, "Mikoyan MiG-15", Aviation News, Vol. 2, No. 9, Page 8. (Markings of the MiG-15 in several different air forces.)

Stainer, "Grumman HU-16 Albatross", Aviation News, Vol. 1, No. 25, Page 16. (Hu-16 in the markings of several nations.)

Stainer, "North American T-6", Aviation News, Vol. 2, No. 14, Page 16. (T-6 in the markings of several nations.)

NETHERLANDS:

Grasset, "Koninklijke: The NF-5", Air Combat (new series), Vol. 3, No. 2, Page 26. Herben, "Diamond Dutch", Aviation News, Vol. 2, No. 6, Page 4. (A short history of the Dutch Air Force.)

Morton, "The Aerial Invasion of Holland", Air Combat (new series), Vol. 3, No. 5, Page 18.

Morton, "The Dutch Air Force Museum", Air Classics, Vol. 10, No. 9, Page 38.

Stainer, "Royal Netherlands Air Force", Aviation News, Vol. 2, No. 6, Page 16.

Volker, "Fokker C.X in Focus", Air Combat (old series), Vol. 2, No. 4, Page 110.

Wetburg, "Fokker's Last Biplane Fighter", Air Classics, Vol. 11, No. 7, Page 60.

NETHERLANDS EAST INDIES:

Casius and Boer, "NEIAF", Air Combat (new series), Vol. 2-4, Page 26. (A rather detailed history of the NEIAF.)

NEW ZEALAND:

Stainer, "Royal New Zealand Air Force", Aviation News, Vol. 1, No. 23, Page 16.

NATO: , "Allied Air Power in Central Europe - The View from the Top", International Defense Review, Vol. 8, No. 1, Page 43. (An interview with USAF Gen. John W. Vought, Commander of Allied air Forces in Central Europe.)

NORWAY: Kohn, "Norwegian Northrops", Air Combat (new series), Vol. 3, No. 1, Page 60. (Discusses the Northrop N-3PB.)

PHILIPPINES:

Hasdorff, "Jerry Lee - Founding Father of the Philippine Air Force", Aerospace Historian, Vol. 20, No. 4, Page 208.

POLAND: , "Polish Wings - An Official History", Aerospace Historian, Vol. 20, No. 1, Page 10.

EL SALVADOR:

, "The Mustang's Last Stand over Honduras", Air Classics, Vol. 9, No. 6, Page 22. (Salvadorian Mustangs vs Honduran Corsairs in 1969.)

SOUTH AFRICA:

, "The South African Air Force - A Short Official History", Aerospace Historian, Vol. 20, No. 2, Page 62.

SPAIN: Landis, "American Fliers in Spanish Skies", Air Combat (new series), Vol. 3, No. 2, Page 20. (American Volunteers for Republican Spain during the Spanish Civil War.)

Larios and Carlin, "Memoirs of the Blue Patrol", Air Combat (old series), Vol. 5, No. 1, Page 44. (Deals with the Spanish Civil War.)

Continued on page 66

CANADIAN ARMED FORCES ORDER OF BATTLE
April 1975

Squadron	Role	Aircraft	Base
400	Air Reserve	Otter	Toronto, Ontario
401	Air Reserve	Otter	St. Hubert, Quebec
402	Air Reserve	Otter	Winnipeg, Manitoba
403	Helicopter Training	Twin Huey, Kiowa	Gagetown, New Brunswick
404	Maritime Patrol	Argus	Greenwood, Nova Scotia
405	Maritime Patrol	Argus	Greenwood, Nova Scotia
406	Maritime Helicopter Training	Sea King, Tracker	Shearwater, Nova Scotia
407	Maritime Patrol	Argus	Comox, British Columbia
408	Tactical Helicopter	Twin Huey, Kiowa	Namao, Alberta
409	All Weather Fighter	Voodoo	Comox, British Columbia
410	All Weather Fighter Training	Voodoo	Bagotville, Quebec
411	Air Reserve	Otter	Toronto, Ontario
412	Transport	Cosmopolitan, Falcon	Ottawa, Ontario
413	Transport and Rescue	Labrador, Buffalo	Summerside, P.E.I.
414	Electronic Warfare	CF100, T33	North Bay, Ontario
415	Maritime Patrol	Argus	Summerside, P.E.I.
416	All Weather Fighter	Voodoo	Chatham, New Brunswick
417	Tactical Fighter Training	Starfighter	Cold Lake, Alberta
418	Air Reserve	Otter	Namao, Alberta
420	Air Reserve	Tracker	Shearwater, Nova Scotia
421	Tactical Fighter	Starfighter	Baden-Soellingen, Germany
422	Tactical Helicopter	Twin Huey, Kiowa	Gagetown, New Brunswick
423	Maritime Helicopter	Sea King	Shearwater, Nova Scotia
424	Transport and Rescue	Twin Otter	Trenton, Ontario
425	All Weather Fighter	Voodoo	Bagotville, Quebec
426	Transport Training	None - See Notes	Trenton, Ontario
427	Tactical Helicopter	Twin Huey, Kiowa	Petawawa, Ontario
429	Composite	Hercules, T33, Dakota	Winnipeg, Manitoba
430	Tactical Helicopter	Twin Huey, Kiowa	Valcartier, Quebec
433	Tactical Fighter	CF5A-D	Bagotville, Quebec
434	Tactical Fighter Training	CF5A-D	Cold Lake, Alberta
435	Transport	Hercules	Namao, Alberta
436	Transport	Hercules	Trenton, Ontario
437	Transport	Boeing 707	Trenton, Ontario
438	Air Reserve	Otter	St. Hubert, Quebec
439	Tactical Fighter	Starfighter	Baden-Soellingen, Germany
440	Transport and Rescue	Twin Otter, Buffalo	Namao, Alberta
441	Tactical Fighter	Starfighter	Baden-Soellingen, Germany
442	Transport and Rescue	Labrador, Buffalo	Comox, British Columbia
443	Maritime Helicopter	Sea King	Shearwater, Nova Scotia
444	Tactical Helicopter	Kiowa	Lahr, Germany
449	Maritime Patrol	Argus	Greenwood, Nova Scotia
450	Transport Helicopter	Chinook, Voyageur, Twin Huey	Ottawa, Ontario
HU21	Utility Helicopter	Sea King, Twin Huey	Shearwater, Nova Scotia
VU32	Utility	Tracker, T33	Shearwater, Nova Scotia
VU33	Utility	Tracker, T33	Comox, British Columbia
VS880	Maritime Patrol	Tracker	Shearwater, Nova Scotia

Flying Units of less than Squadron Status

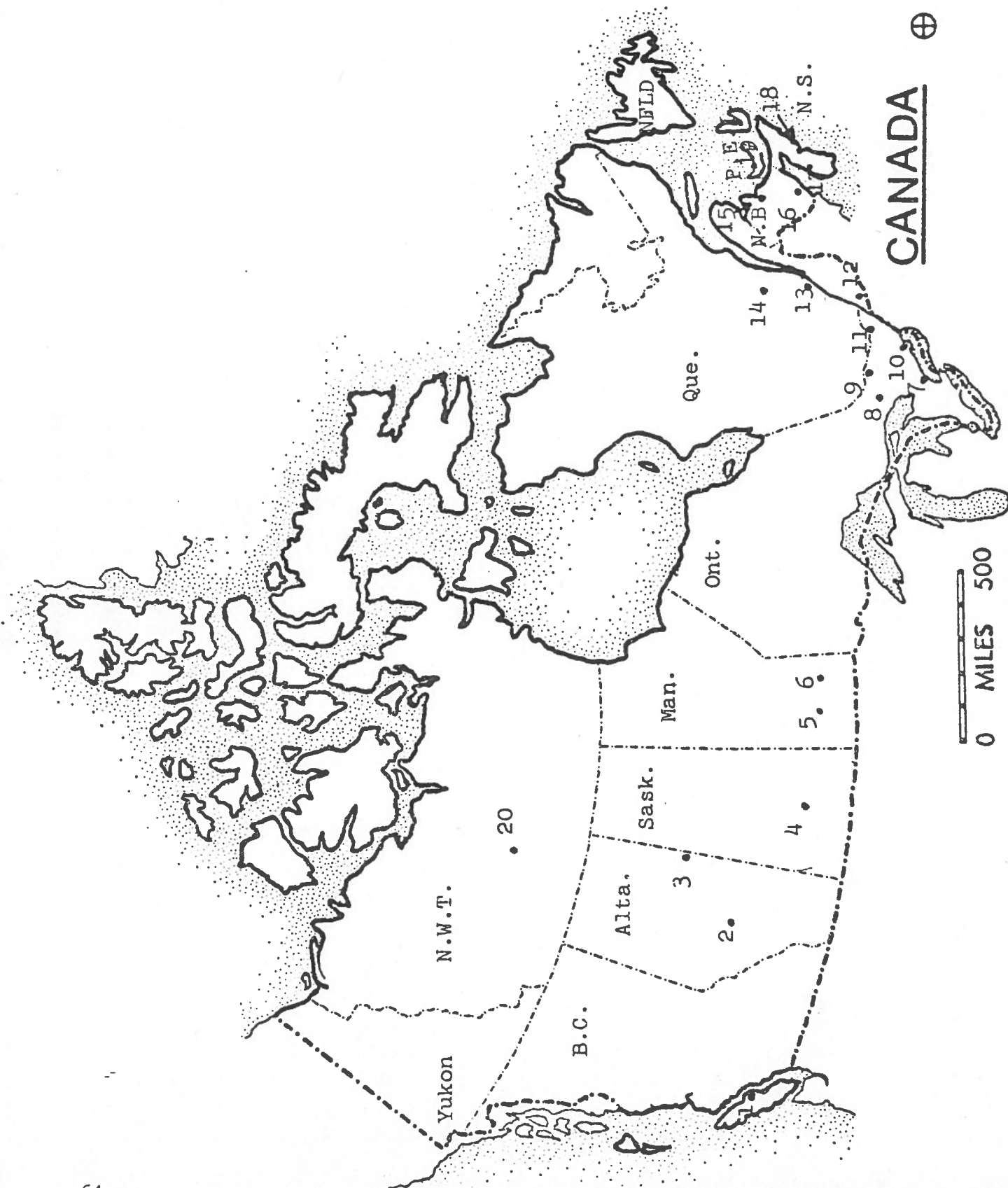
1. Canadian Forces Flying Training School	CF5D	Cold Lake, Alberta
2. Canadian Forces Flying Training School	Tutor	Moose Jaw, Saskatchewan
3. Canadian Forces Flying Training School	Musketeer, Kiowa	Portage La Prairie, Man.
Maritime Patrol Experimental Unit	1 Argus	Summerside, P.E.I.
Airborn Sensing Unit	1 Falcon	Ottawa, Ontario
Aerospace Experimental Test Establishment	Varied types	Cold Lake, Alberta
Snowbird Aerobatic Team	10 Tutor	Moose Jaw, Saskatchewan
116 Air Transport Unit	3 Buffalo	Cairo, Egypt
Group Transport and Training Flight	T33	Soellingen, Germany
Base Rescue Flights	Iroquois	Varied bases

Squadron Detachments

410 Sqdn. Det.	T33	Chatham, New Brunswick
412 Sqdn. Det.	1 Cosmopolitan	Colorado Springs, Colorado
412 Sqdn. Det.	1 Cosmopolitan	Lahr, Germany
414 Sqdn. Det.	T33	Ottawa, Ontario
424 Sqdn. Det.	1 Twin Otter	Pakistan
425 Sqdn. Det.	Voodoo	Val Dor, Quebec
440 Sqdn. Det.	2 Twin Otter	Yellowknife, N.W.T.
450 Sqdn. Det.	4 Chinook,	
	Voyageur	Namoo, Alberta

NOTES ON DATA TABLE

- 426 Squadron at C.F.B. Trenton acts as an Air Transport Command operation training unit. It has no aircraft on strength, borrowing transport types from operational squadrons as necessary.
- 412 Squadron at C.F.B. Ottawa will retire its Falcons during 1975.
- 425 Squadron of C.F.B. Bagotville will end detachment to Val Dor when this base closes during 1975.
- 450 Squadron at C.F.B. Ottawa (Uplands) is receiving 8 Chinook helicopters. The Voyageur helicopters will be converted to search and rescue configuration and passed on to other units.
- 450 Squadron maintains a V.I.P. flight of 3 Twin Hueys at C.F.B. Ottawa.
- 429 Composite Squadron of C.F.B. Winnipeg provides a mixed fleet of aircraft for use in navigation training and flight proficiency checks.
- 433 and 434 Squadrons equipped mainly with CF5A also have at least 2 CF5D each for proficiency checks. The D models are uncamoouflaged.
- Buffalo aircraft are being equipped with a new Search and Rescue modification to improve their ability in that role.
- 424 Squadron at C.F.B. Trenton operates only Twin Otters. Its Buffalo aircraft serving with the United Nations in Egypt with 116 Air Transport Unit or as test aircraft with DeHaviland and Boeing Aircraft companies.
- 116 Air Transport Unit will receive one more Buffalo during the summer of 1975 to bring its total up to 3. One aircraft now being repainted at the DeHaviland Aircraft Plant in Toronto is a replacement for the aircraft shot down by Syrian missiles in 1974.
- Base rescue flights operate 2 Iroquois helicopters each at Canadian Forces Bases Cold Lake, Moosejaw, Bagotville, and Chatham.
- All Voodoo equipped squadrons have at least two T33 as liaison types.



MAJOR CANADIAN ARMED FORCES BASES

Map Reference	Base	Province	Units
1	Comox	British Columbia	407, 409, 442, VU33
2	Namoo	Alberta	408, 418, 435, 440
3	Cold Lake	Alberta	417, 434, 1-CFFTS
4	Moose Jaw	Saskatchewan	2-CFFTS
5	Portage La Prairie	Manitoba	3-CFFTS
6	Winnipeg	Manitoba	402, 429
7	Toronto	Ontario	400, 411
8	North Bay	Ontario	414
9	Petawawa	Ontario	427
10	Trenton	Ontario	424, 426, 436, 437
11	Ottawa	Ontario	412, 450
12	St. Hubert	Quebec	401, 438
13	Valcartier	Quebec	430
14	Bagotville	Quebec	410, 425, 433
15	Chatham	New Brunswick	416
16	Gagetown	New Brunswick	403, 422
17	Greenwood	Nova Scotia	404, 405, 449
18	Shearwater	Nova Scotia	406, 420, 423, 443, HU21, VU32, VS880
19	Summerside	P.E.I.	413, 415
20	Yellowknife	N.W.T.	

ALTERNATE NAMES

2	Edmonton - Namoo
7	Toronto - Downsview
10	Ottawa - Uplands
11	St. Hubert - Montreal
17	Shearwater - Halifax

Information has been obtained from non-classified Canadian Forces publications, international aviation journals, and the press. No attempt has been made to reveal numbers of operational types in service as this is not in the national interest.

Future articles will outline the command structure of the forces when the pending changes are finalized. Of interest too are the camouflage and marking systems employed and the squadron badges or crests displayed on the aircraft. These will be the subject of a future report.

It should be noted that the aircraft names listed are those in common use and do not reflect official policy. For example, the T33 is officially a CT133 Silver Star and the CF100 is officially a Canuck but is known affectionately as the "Clunk".

The author welcomes correspondence on the information presented at the address listed below.

Fred Guthrie SAFCH #29
10 Tarlton Road
Toronto, Ontario
Canada
M5P 2M4

COLOR PROFILES OF WWI COMBAT PLANES, Apostoto and Begnozzi. 271 photos, 392 illus., 365 in color. \$9.98 from Publishers Central Bureau, Dept 397, 1 Champion Dr., Avenel, New Jersey 07131. (No mistake on this one, I've got it and it's great. The color five-views are the best I've ever seen. Coverage of a/c in Italian service is good and there are lots of color profiles of a/c in the markings of such small air forces as China, Poland, Czechoslovakia, Uruguay, etc.)

SWITZERLAND: A Mirage IIIS of the Swiss Air Force crashed at Payerne AFB on 25-10-74. The aircraft was J-2307.

TUNESIA: The Tunesian Air Force has ordered 12 SF-260 to be delivered in May 1975.

TURKEY: The Turkish Air Force has ordered 3 Bell AB-212 for the Navy.

*Deliveries to the Turkish Air Force of the F-4E Phantoms, interrupted by the US Senate ban on arms shipment to Turkey, have been resumed.

*As mentioned before, the Turkish Air Force placed an order with Fiat for 18 F-104S Starfighters. These aircraft have c/n 6851-6868 and serials 1151-1168. Six of these aircraft were drawn directly from Italian Air Force stocks and were delivered via Gioia del Colle on 16-12-74.

VENEZUELA: The Venezuelan Air Force took delivery of its 5th and 6th C-130 in February and April. Also purchase of 12 more Rockwell T-2D trainers by the FAV is now confirmed. Deliveries will begin latter part of 1976.

VIETNAM: About 1000 aircraft of the South Vietnam Air Force were abandoned intact in South Vietnam, mostly at Tan Son Nut near Saigon. Aircraft abandoned at Tan Son Nut include 87 F-5 (22 F-5E, 1 RF-5A, 3 F-5A, and 1 F-5B were flown to Utopia AFB, southern Thailand) of which 27 were F-5E Tigers, 76 Cessna A-37B (27 were flown to Thailand), 26 Douglas A-1E and A-1G Skyraiders (11 to Thailand), 35 Douglas C-47, AC-47, and EC-47 (16 to Thailand), 23 Lockheed C-130B (6 to Thailand and then to Guam), 8 Fairchild C-119 and 37 AC-119 (3 of the latter flown to Thailand), 111 Cessna O-1 Bird Dogs (3 evacuated to Thailand), 29 Boeing-Vertol CH-47 Chinooks (3 to Thailand), some 400 Bell UH-1 Iroquois helicopters. Other aircraft were Cessna O-2, Cessna T-41, Cessna U-17, and DHC-2 Beavers.

*Gus Morfis spotted the following in the US News and World Report (7/7/'75): "Reports are that Hanoi is shipping US built F-5 fighter planes captured in South Vietnam to Moscow as partial payment for Soviet arms supplied during the Vietnam War. The Kremlin, in turn, is said to be planning to send the jet fighters to Colombia and possibly Venezuela to pay off trade debts."

*The attack on Tan Son Nut On 28 April 1975 was carried out by former VNAF Cessna A-37Bs flown by Vietcong pilots.

ZAIRE: The Zaire Air Force has ordered 6 DHC-5D Buffalo.

ZAMBIA: Zambia has ordered 7 DHC-5D Buffalo.

Fred Bachofner SAFCH #15

O'Leary, "The Iberian Air Force", Air Classics, Vol. 10, No. 5, Page 40.

Phillips, "The Development of Spanish Military Aviation Since 1945",

Aerospace Historian, Vol. 22, No. 1, Page 41.

Stainer, "Ejercito del Aire - Spanish Air Force", Aviation News, Vol. 2, No. 1, Page 16.

SWEDEN: , "SAAB J-29", Aviation News, Vol. 1, No. 26.

Baskerville, "The Triple Crown Air Force", Air Classics, Vol. 10, No. 8, Page 26.

Geiger, "SAAB Story", Wings, Vol. 4, No. 2, Page 8.

SWITZERLAND:

, "Mountain Air Force", Air Classics, Vol. 10, No. 7, Page 26.

Tony Wilbanks SAFCH #140

The F-51D (Cavalier Mk. I Conversion) in El Salvadorean Service, 1970-74.

Tom Cleaver SAFCH #137

In 1970, Cavalier Aircraft made one of their last sales of refurbished F-51 Mustangs in the Mk. I COMI version to the El Salvadorean Air Force, for a reputed price of \$250,000.00 per aircraft (with full military stores); in November 1974, the survivors of this, the FAS Fighter Squadron, were purchased by Jack Flaherty, a warbird restorer/trader from Monterey, California, for a price of something less than .10 on the dollar. Six of the fourteen Mustangs were still flyable, and were returned by air; the other eight basket cases were knocked down, crated, and came home by sea. Three of these, including one rare TF-51D conversion with dual controls, made their way to Half Moon Bay, California, where I saw them when delivered.

The airplanes were in terrible shape, including the one still in flyable condition. When one considers the fact that when these planes left the US in 1970 they met all requirements for US licensing, the standard of maintenance they received in El Salvador needs nothing more said about it. The planes had received a coat of camouflage paint, which was extremely worn, being an enamel paint exposed to the tropics without benefit of hangar facilities. The paint was applied in an extremely random manner, being basically the three-color US "Vietnam" camouflage, though only one of these aircraft, the TF-51, had all three colors; of the other two, one was finished in light brown and light green, the other being finished in light brown and dark green. Originally, the aircraft had been finished in civilian paint schemes by Cavalier. This was polyurethane paint, and it showed through where the camouflage paint had worn away. That polyurethane is excellent in tropic conditions is attested to by the fact that nowhere had this paint worn through to bare metal. One of the airplanes was finished black with red trim on the nose and leading edges of wings and stabilizers, the other two being finished in "Cavalier Orange", which is very close to day-glo orange. The undersides of the airplanes was painted with aluminum lacquer, though one of them had its lower fuselage undersides painted with a thin coat of light gray.

The markings were the standard light blue-white-light blue roundel of the FAS, in six positions; these were approximately the same size as RAF national markings on the Mustang IV. The El Salvadorean flag (blue-white-blue in equal horizontal stripes) was painted on the rudder, with the lower edge parallel to a horizontal line drawn from the point where the fin fillet meets the leading edge of the vertical fin. A white 24" number appeared ahead of the fuselage markings, an example being #23. On the underside of the wing, the markings FAS appeared on the left, with the left edge of the letter F being approximately 12" from the innermost point of the El Salvadorean cockade, and the individual aircraft number appeared on the right, similarly positioned vis-a-vis the national marking. These letters and numbers were black, approximately 36".

The canopies of all three aircraft were green-tinted plastic (the "flat-top" P-51 canopy, except the TF-51 which had a highly modified canopy originally constructed by Temco in the 1950's; see Gruenhagen: "Mustang", for photos of the TF-51) while the windscreens were clear plastic with an armor-glass centerpiece. The single-seaters had six hardpoints on each wing; three large ones capable of holding up to a 750-lb. bomb, and three capable of carrying 5" HVARs. The TF-51 had two large hardpoints for either a bomb or a 110-gal. drop tank, and six HVAR hardpoints.

Again, it cannot be stressed too much that the camouflage pattern on these aircraft was random in the extreme, and that the surface finish was very weathered; these airplanes looked as if they had spent ten years fighting in the South Pacific.

These particular P-51s will be restored as "Moonbeam McSwine", "This Is It!", and "Strawboss II" of the 352nd Fighter Group, Eighth Air Force, and all three should be complete by the summer of 1976.

For those who only model combat aircraft, these P-51s participated in the "Soccer War" between Honduras and El Salvador in 1971. The war was occasioned by a bad call by the referee in the annual El Salvador-Honduras Soccer Match, and lasted three days; it was officially declared a draw.

SAFCH RESEARCH PROJECT #3

Project #3 "WW II Latin American Fighter" was started about the same time that the SAFO began as a gleam in Jim Sanders eye. We kicked the idea about and finally settled upon the following scope for the project:

Project 3 will concern itself with fighter aircraft of Latin American that (a) served during the war years (1939-1945) and (b) those fighter types that remained in service after WW II but are of WW II vintage, i.e., the F-51, F6F, etc.

The project will include both modeling information, color schemes, modifications, etc. and historical information.

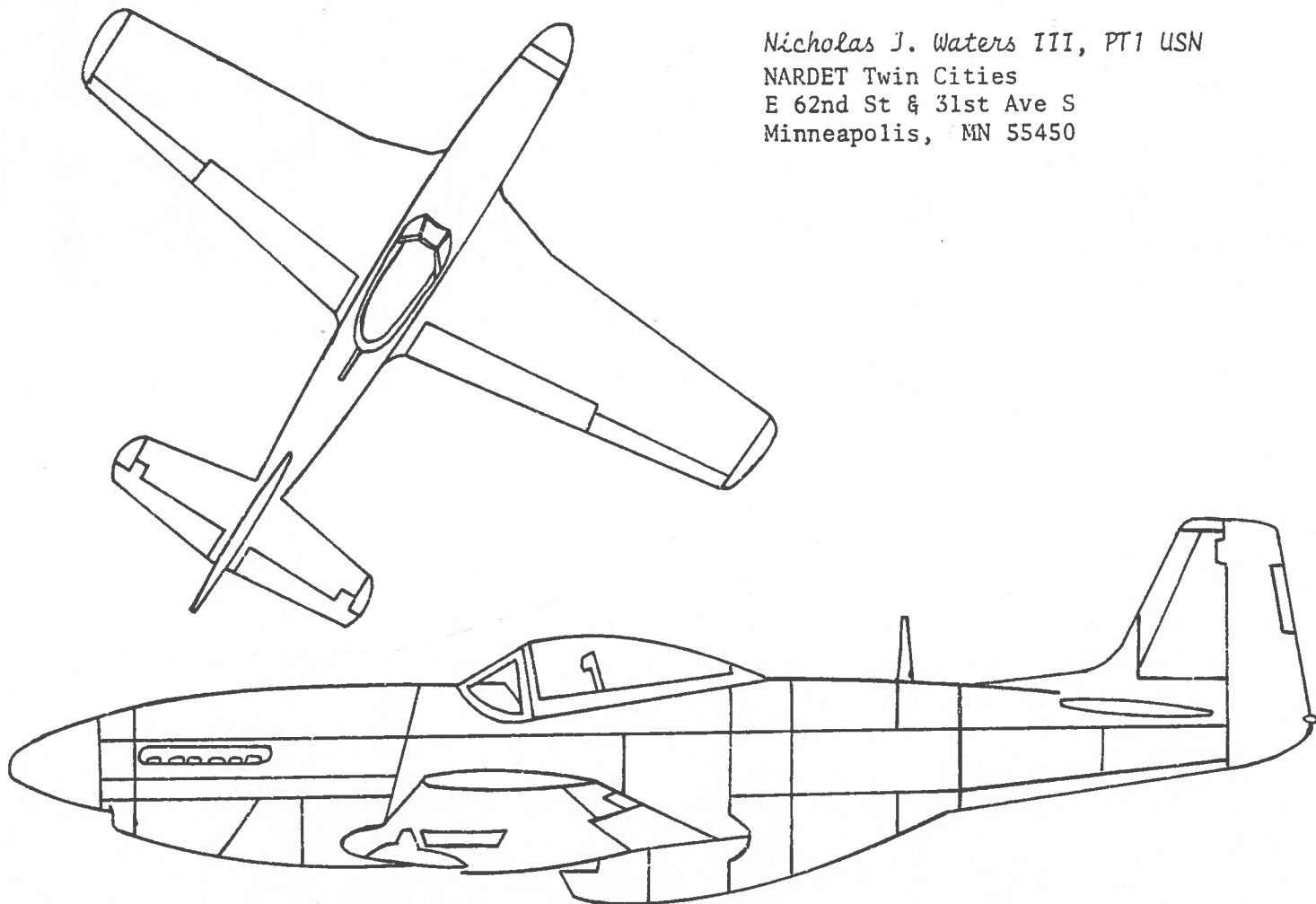
The goals for the project are to reconstruct the history of these aircraft in Latin America and to put into one package all the information we can gather on the subject.

As of today, the status of the project is as follows: Great progress has been made thanks to a large number of people. In the near future we hope the SAFO will carry a complete or as nearly complete as we can get, rundown on the F-51 Mustang in Latin America. This to be followed at regular intervals by other types as we complete research on them.

Problem areas that I have encountered are mainly in the lack of photo coverage of the aircraft. Photos of any Latin American fighter types are badly needed. I use these to confirm markings, and to make up the illustrations that will appear in SAFO. So any members with any information or photos is urged to contact me as soon as possible.

As with any research project, it is the help of many people that will make it a success.

Nicholas J. Waters III, PT1 USN
NARDET Twin Cities
E 62nd St & 31st Ave S
Minneapolis, MN 55450



A SMALL AIR WAR

Since publication of Nick Waters drawing of a Costa Rican F-51D in the April '75 SAFO, some information concerning its service use has been located. It's an interesting story of a small air war.

"Engagements in the armed uprising in Costa Rica have been distinguished by a use of air-power which, having regard to the meagre resources involved, is considerable. The rebels initially claimed complete air superiority and made effective tactical use of their two Harvards and a Thunderbolt. The only opposition which the Costa Rican Government could at first bring to bear was from a Dakota commanded from the local airline, Lasca, and hastily converted to carry two 0.30in machine guns firing through the open doors. The co-pilot carried a .45in automatic. A dog-fight actually occurred when the Dakota attempted to intercept the Thunderbolt but, though all weapons were fired, no decision was apparently reached. The balance of aerial power was, however, completely reversed when four Mustangs (bought for the nominal sum of \$1 each) and spares were delivered from the U.S.A. to the Government forces. Costa Rican pilots were "shown over" the cockpits and went straight into action - whereupon all three aircraft of the rebel air force lost heart and landed at Rivas Airport, Nicaragua, and were formally interned. Reports suggest that proper tactical use of only three rebel aircraft had had a major effect on the ground fighting, when battles involving 50 to 100 men took place.

Members of the special investigating commission were flown over Costa Rica in American supply aircraft to investigate the situation and, although they were fired at from the ground and "buzzed" by the Thunderbolt, they suffered no casualties." (Flight 21 January 1955)

Additional material was research by Ted Koppel (SAFCH #118):

"Costa Rica had abolished its armed forces in 1948; so in January 1955, when Costa Rican rebels, sponsored by Nicaragua, invaded from the latter country, the former was totally unprepared. A police and volunteer militia was hastily raised when 'an unmarked plane straffed San Jose, the capital ... airborne intruders landed ... while more planes bombed the countryside ... (An O.A.S.) peace commission came and the U.S. arranged to send planes to Costa Rica, but the fighting went on.' (Life Magazine, January 24, 1955, page 39)

Initially a few rag-tag rebels were captured; but it soon became evident that the invasion force was in full uniform, insignia, and combat gear, besides being well armed and transported in Jeeps, trucks and even half-tracks! The March 1974 issue of Americas (Vol. 25, No. 3, page 25) reports that '...At the request of the O.A.S., the U.S. sold Costa Rica four fighter planes (Jan. 16).' And with Nicaraguan aid cut off, the immediate Costa Rican air attacks ended the revolt (Jan. 25). American reporters, captured by the invaders, stated that '... Monday morning (the rebels) got word that the U.S. had sold Costa Rica four F-51 fighters at the behest of the Organization of American States. Now that the Government had an air force, (the rebels) moved the headquarters ... into the jungle', and so on. Finally returning to Nicaragua with the captured newsmen. (Life, Jan. 31, 1955, page 32.) So the Mustangs apparently saved the day (and more) for that tiny country.

(Don't know how much later the machine in the drawing is depicted -- but sure looks like U.S. star/disk overpainted to continue the bars only. Very clever, as it matches the national colors exactly. Never have heard such an insignia even mentioned before. -- Now, what did the Costa Rican's have prior to 1948?"

Good question, Ted. And better yet, what markings were carried by the rebel aircraft?

SAFCH RESEARCH PROJECT RP5
Small Air Forces Hercules

Progress Report #1 The C-130 in Europe, North America, Asia, and the Pacific

References: Color slides generously supplied by Maj. Jack Morris and Steve Zink.

EUROPE

Norway	952	camouflages olive/tan
Belgium	CH-06	" Vietnam colors
Italy	46-04	aluminum
Denmark		
Spain		
Greece		
Turkey	13186	aluminum
Sweden	72, 71	"

NORTH AMERICA

Canada	10769	aluminum
--------	-------	----------

ASIA

South Vietnam		
Malaysia		
Pakistan	64144	aluminum
Indonesia	T-1308	white/grey

THE PACIFIC

Australia	A97-189	aluminum
New Zealand	7005	white/aluminum
Philippines	RP-97	"

Additional information on the service and markings of the C-130 in any of the above countries would be greatly appreciated (especially for those countries for which information has not yet been located). Marking information can be supplied either by photos or Xerox copy, or by marking copies of the C-130 drawing included in this Progress Report. Be sure sure to include color, aircraft designation (C-130B, E, H, etc.) and insignia. All loan material will be promptly returned and all contribution will be given proper credit. In the next Progress Report we will include references to the C-130 in Latin American, Africa, and the Middle East.

We would be most pleased to correspond with anyone interested in assisting with any part of the entire C-130 story. Please send all material to:

Dick and Marc Gronet SAFCH #50
5496 Sleeping Dog Lane
Columbia. MD 21045

"I am now doing some research on the Swedish AB Flygindustri of Limhamn producing Junkers aircraft 1925-35 and would like to know if any SAFCH members have information about the following Junkers aircraft, which were built and exported by AFI: P.02 (military version of A.20), R.53 (A.35), R.42/K.30, K.37, K.43, K.47, W.34 (Norway), and G.23/G.24 (Finland, Greece, Italy, Holland, Spain, Poland, Germany, Brazil, and Turkey). I am interested in delivery dates, c/ns, markings & paintings, and service records among other things. Also, does anyone have information about Hansa Brandenburg floatplanes in Brazilian service?"

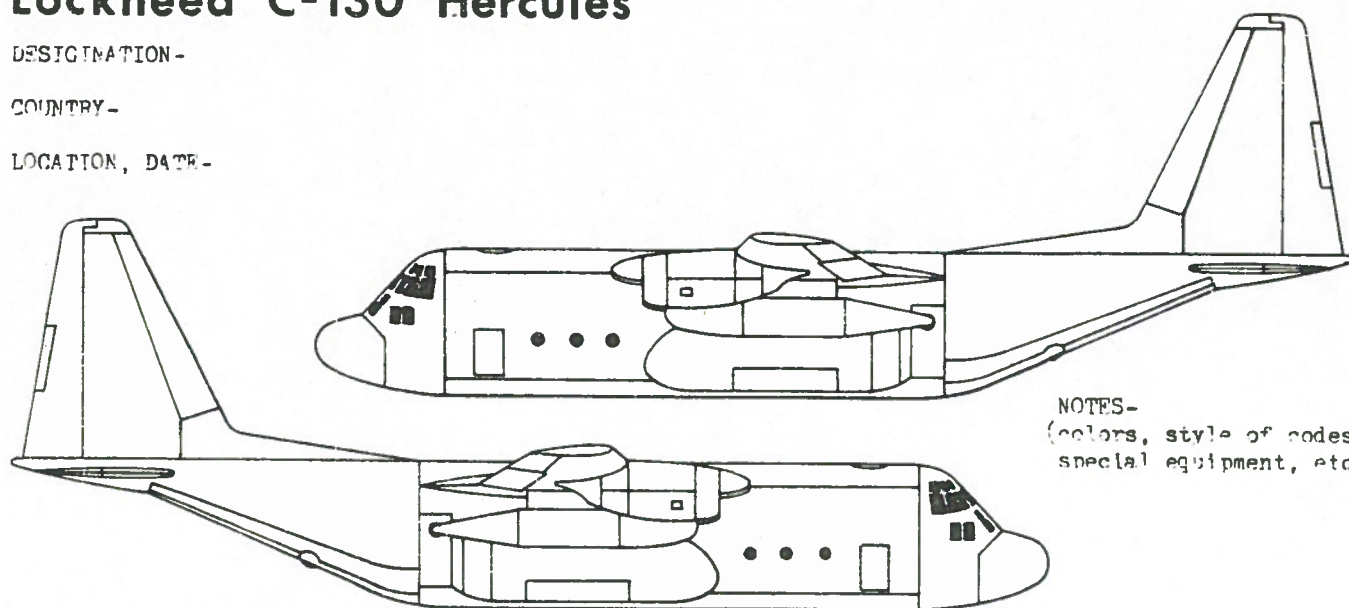
Lennart Andersson SAFCH #68
Ostbyn
S-840 59 Rissna
SWEDEN

Lockheed C-130 Hercules

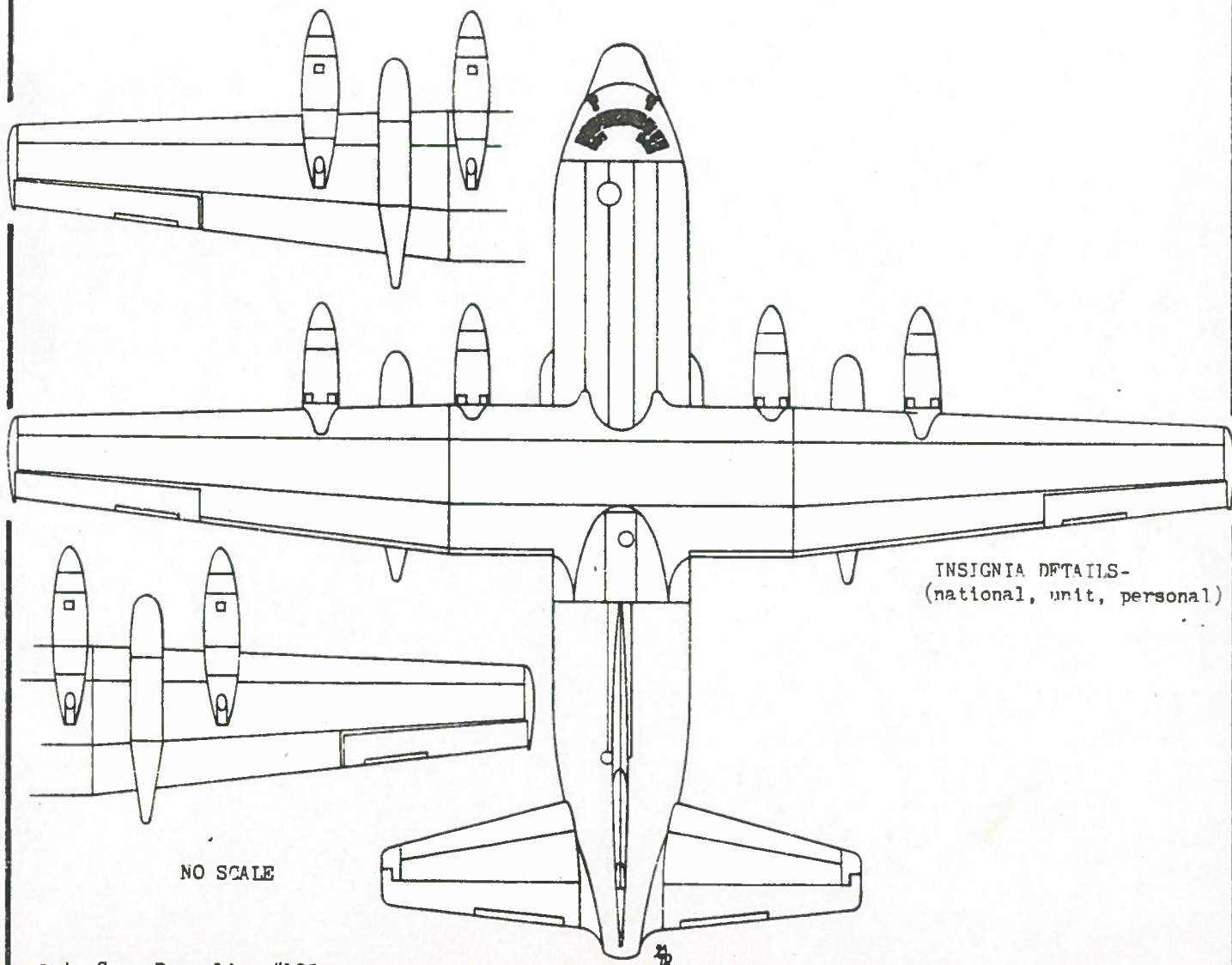
DESIGNATION -

COUNTRY -

LOCATION, DATE -



NOTES-
(colors, style of codes,
special equipment, etc.)



INSIGNIA DETAILS-
(national, unit, personal)

NO SCALE

art: Greg Reynolds, #105

Air Forces In Miniature

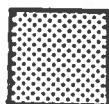
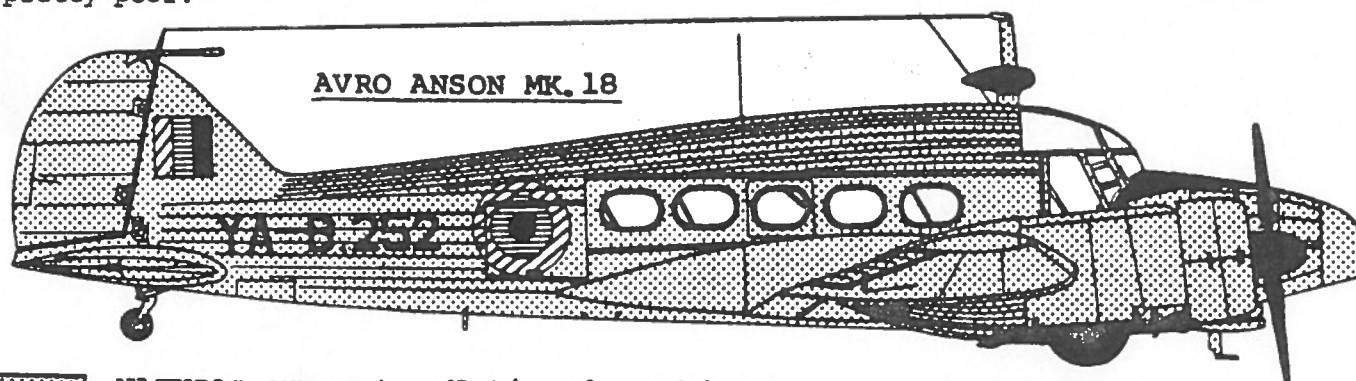


AFGHANISTAN is a poor, landlocked country with mountainous borders and a widely dispersed population. Aviation is of great importance to her economic future, yet has played a very small part in her past. Her very small military air arm has seen a few British and Italian and even a single American type, but has seen more Russian equipment since 1924 than any other nationality. At least six distinctive types of national insignia have appeared on Afghanistani aircraft with a number of minor variations. Very little has been published on any of the types of aircraft or markings used.

We have illustrated only one type of national marking due to the lack of material available on the subject. This type of roundel with fin flash was also used on Ilyushin Il.28s as shown in the IPMS Seattle special issue on Russian equipment. Hawker Hinds carried this marking with full rudder stripes and one example now resides in England having been well covered during transit.

This page and the accompanying page on Abu Dhabi are reprinted with the kind permission of Tom Young (SAFCH #56) and Model-Aire International. Anyone not familiar with this excellent magazine should look into it. Subscriptions are \$5 per ten-issue volume (\$6 outside US) and can be obtained by writing to Tom at 859 Marin Drive, Mill Valley, CA 94941. Say SAFO sent you.

Air Forces in Miniature is to be a continuing series and Tom writes "If you have any information about Afghanistani markings please drop us a line. We shall send you a copy of our notes so that efforts shall not be duplicated. We have the excellent Air Pictorial article by M.J. Hardy which appeared in the April, 1972 issue, but little else. We also have confirmed markings of a Mil Mi.4, Maybe we can figure out the number on the Ilyushin Il.14 which we have a photo of. Another photo of an Il.18 shows what may be new markings and we could use more information on that as well as plans. While we are on the subject of help, our store of Albanian material is also pretty poor."



NATURAL METAL/
SILVER DOPE

National markings in six positions



BLACK

AFGHANISTAN



RED



GREEN

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